

SEAFARERS LOG

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AS THE AFL LONGSHORE BEEF GOT UNDER WAY



This scene in the Chelsea dock area of the New York waterfront was typical of those in all East Coast ports from Portland to Hampton Roads, as members of the AFL International Longshoremen's Association went out on strike last week. The ships emulated the men—and sat just where they were.

Seaman Exposes Esso Stooage 'Union'

By ERNEST BOSSERT

In a recent issue of the Seafarers LOG is an account of the latest strategy of Cities Service in their losing struggle against the Union. They are now organizing a company union—a last frantic effort to offset Union gains.

This company union is being organized along the same lines as the Esso Tankermen's Association, which is the stooage union of Standard Oil of New Jersey.

Don't be fooled by any of these company outfits that might be formed supposedly for the benefit of the employees. These organizations are formed principally to keep the Unions out, and are not for the seaman's benefit. They can never take the place of a militant Union such as the SIU.

In fact, one of their main objectives is a blacklist system against militant men who might have the courage to speak out and demand anything for the employees—something which the company looks upon with great disfavor.

REAL AUTHORITY

Having been an employee of Standard Oil of New Jersey for years, I feel that I can speak with authority about this company and their stooage, Esso Tankermen's Association.

To begin with, all patrolmen and executives of the Esso Tankermen's Association are on the company payroll and they are, with few exceptions, the same executives year in and year out. They have been so since its inception.

To point out just one of many

examples, Sam Royal—one of the patrolmen and organizers—is on the regular company payroll of the shore-relief gang. Being a black gang employee, he is supposed to stand a watch in the Engine room on the relief gang.

When a ship docks, he comes aboard with a satchel, all dressed up like a lawyer, and collects dues and initiations from new members, and takes care of the so-called union business generally.

He has never been seen in the engine room, and has never been known to stand an engine room watch, which is what he is supposedly paid for.

FEARS SIU

Standard Oil of New Jersey is probably one of the largest and most efficiently organized corporations in the world. They know the power of organization. They also know the power of an efficiently organized and militant union such as the SIU.

They fear it and will go to great lengths in preventing organization of their workers by such a Union. They have instituted elaborate and costly systems of service bonuses, and other concessions and seemingly liberal policies.

In some instances they even surpass conditions on Union-contracted vessels. They have clever high-paid lawyers to draw up union contracts and working rules closely simulating our Union contracts.

The word "simulating" above is used advisedly because, while these contracts appear on the surface as equal to Union contracts, a close study of them will reveal glaring evasions and

inconsistencies. In a final analysis they have nothing at all, except what is to the advantage to the company.

NO PENALTY

To illustrate just one of many meaningless clauses in their contract, which simulates Union contracts, there is this clause: "There shall be one full unbroken hour for meals for each man."

But, and here is the joke, (Continued on Page 7)

SIU Pledges Aid As ILA Ties-Up All East Coast

Not a sling was hoisted this week on the Atlantic Coast from Maine to Hampton Roads except at scattered Army piers as 45,000 striking members of the International Longshoremen's Association, AFL, resolutely stood by their demands for better wages and conditions.

The strike began on Wednesday, November 10, in New York when a group of ILA locals walked

out after rejecting the employers' latest wage offer as inadequate. Other locals in New York and nearby ports followed suit immediately, and by Saturday the strike was official from Portland to the Norfolk area.

The Longshoremen were striking not only for wages but to

express their anger at the 80-day injunction against striking which expired the night before the walkout, and their dissatisfaction with those clauses of the Fair Labor Standards Act which muddled the overtime question on the docks.

SIU SUPPORT

This week, the SIU pledged all out support to the ILA in the latter's drive to improve the wages and conditions of its members. This action was in line with the traditional relations between the two unions which have supported each other in many a previous beef.

How long the strike would last was a matter for speculation. The ILA membership was determined to stay out until it obtained what it considered a good deal.

By the middle of this week, the federal government had moved into the picture as the ILA had anticipated it would. Joseph P. Ryan, president of the ILA, was scheduled to sit down with William Margolis, assistant to Cyrus S. Ching, head of the Federal Conciliation Service. Ryan had already been in telephonic communication with Ching. What Margolis would propose was not known.

By Wednesday, November 17, there were 179 vessels which were listed as strike bound in the Atlantic ports. In New York there were 230 ships in all, but many of these were tied up anyway and only 86 were listed by the Maritime Commission as actually strikebound. Of these 86

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Log Wins Awards

Awards of first place for Best Single Editorial and second place for Best Original Cartoon were won by the SEAFARERS LOG this week in the annual contest sponsored by the International Labor Press of America.

The LOG won its awards in competition with AFL labor papers representing union workers in all trades and occupations throughout the country.

Presentation of the "Award of Merit" scrolls will be made this week at the American Federation of Labor's 37th annual convention, now being held in Cincinnati, Ohio.

This is the second year in which the SEAFARERS LOG has competed in the International Labor Press contest. In 1947 the LOG was awarded two second prizes.

The prize winning editorial, printed in the LOG on June 11, 1948, is reprinted on page 3.

No Deferment For Wartime Seamen

Seamen who have been lugging around their Certificates of Continuous Service to wave before local draft boards, should the time arise, can toss them in the old seabag. The certificate alone won't even bring an interested glance from the local board members, let alone a rising ovation to the "heroes in dungarees."

A memorandum issued by national Selective Service headquarters this week cancelled that clause in the Certificate which gave seamen draft deferment because of wartime service.

The clause invalidated reads: "Eligible to be relieved from any further consideration for classification into a class available for service."

As the sole means of being deferred from service, the Certificate is out. Men who have retired from the sea are now without defense against military service, if they are of draft age.

While this is a body blow to former seamen it does not necessarily bar the way to defer-

ment of active seamen. Use of the Certificate in conjunction with an appeal for exemption because of skill and participation in an industry vital to the nation's defense might bring favorable results.

NO BOARD POWER

In the memorandum, the national draft headquarters notified local boards that their power to determine whether or not seamen had contributed to the war effort to an extent great enough to defer them from military service, does not exist under the draft act of 1948.

Officially known as Memorandum No. 5, the order stated that many local boards were lacking full information on the status of merchant seamen under the 1948 Draft Act. Clarification was then given to the part of the Act which provides exemption from military service during peacetime to men who performed certain periods of active military duty during the recent war.

But, the order stated, "The

service performed by members of the merchant marine, including cadet-midshipmen, being a civilian service, does not qualify them for these exemptions."

The Certificate of Continuous Discharge, the memorandum pointed out, is not a discharge from the armed services. It was issued by the War Shipping Administration solely for the purpose of establishing eligibility for members of the merchant marine for re-employment rights.

The Memorandum went on to say "The Selective Service Act of 1940 expired on March 31, 1947, and as the Selective Service Act of 1948 provides no authority for deferments or exemptions because of former service as merchant seamen, this Certificate has no bearing on the action of local boards established under this 1948 act."

Maybe there's some meaning to seamen in the popular song that goes, "Put it in a box, tie it with a ribbon and toss it in the deep, blue sea."

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The Commies Try Again

One of the dreams of the leaders of the Soviet Union is Soviet control of the world's waterfronts. To make their dream a reality, they have always made dominance of maritime unions one of the chief aims of local communist parties.

The Kremlin's strategy is easy to understand. Control the seamen and the longshoremen, and you can cripple the seaborne commerce on which much of the world's welfare depends. After the waterfront, would come the railroads, the truck lines and even the airlines—and then the men on the Politburo could rule the globe.

What of the workers in these fields, which the commies seek to dominate? "To hell with them," say the men of the Politburo. "They're the pawns."

It comes as no surprise that a major goal of the commies in the United States is control of the International Longshoremen's Union, AFL, whose members work in American ports from Maine to Texas. Of course, the commies never have gotten very far, for the ILA fought them off. But the commies keep trying, persistently.

This week in New York they tried again. So far they have gotten exactly nowhere. They were squelched as they were three years ago, when they attempted to take advantage of an earlier ILA strike. This time, as in 1945, the SIU pitched in to help the ILA get rid of these waterfront scum, for the two unions have a long established tradition of supporting each other.

A commie meeting called in New York's Manhattan Center in connection with the ILA strike drew a line of pickets representing the several unions belonging to the Maritime Trades Council. The result was that only a handful of men, presumably commie die-hards, entered the hall, and the meeting was a complete failure.

A couple of days later, there was found to be a commie plot afoot to foul the ILA's strike by banging up the Army's pier in Brooklyn, although the ILA's policy was to keep Army ships sailing for the sake of national defense and to avoid unfavorable publicity. Again a swift counter-move, with the SIU and the ILA cooperating, completely blocked the scheme.

The brass-faced men in the Kremlin may continue to dream their dream. But it will remain a dream as long as the overwhelming majority of American waterfront unionists remain alert to the commie menace.

The communist activity on the New York docks this week should be a lesson to every seaman and every longshoreman. Anyone who was not familiar with the disruption the Stalinists caused in the NMU, the MCS and the ILWU had a good chance this week to learn something about commie methods and commie aims.

The main reason everybody should learn the lesson is that we can expect more commie tricks as long as the ILA beef continues—and after. The commies always have another one in their pocket, and they never hesitate to play it.

Remember, the commies never have the welfare of the working men in mind. Their purposes are the purposes of the men in Moscow whose final goal is to bring all the peoples of the world under their collective heel.

However, if more people had followed the SIU's traditional anti-communist policy in the past there would be less communist trouble now on the waterfront and everywhere else. When you play with mud, you get dirty. A lot of people who played with the commies are just finding out this simple truth.

"Back Again!"



Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing to them.

BOSTON MARINE HOSP.

VIC MILAZZO
JULIUS HENSLEY
JOSEPH E. GALLANT
MOBILE MARINE HOSP.
C. OLIVER
A. SMITH
C. HAFNER
J. W. CARTER
S. P. MORRIS

NEW ORLEANS MARINE HOSP.

J. N. HULL
S. C. FOREMAN
A. N. LIPARI
R. MALDONADO
J. ASHURST
J. DENNIS
P. L. SAHUQUE
C. VINCENT
N. S. LARSSON
G. R. ROTZ
G. O'ROURKE
O. HOWELL
V. P. SALLINGS
H. C. MURPHY
A. WARD
J. L. GREENE
J. MAHONEY
W. L. RICE
C. GASKINS
P. PEREZ

G. MALONEY
A. THIBODAUX
J. HARRIS
J. WATLER
N. ROMANO
J. B. MARTIN
A. BAUM
S. LeBLANC
E. LOOPER
L. MIXON
J. BRANDON

STATEN ISLAND MARINE

F. CARDOZA
A. CASTILLO
C. B. SHIPMAN
J. N. RAYMOND
J. N. McNEELY
LARS LARSEN
A. NORMAN
WILLIAM HUNT
THOMAS VELEZ
J. N. WOOD
M. J. LUCAS
E. C. EATON
N. H. LUNDQUIST

BALTIMORE HOSPITAL

J. SHIPLEY
J. FITZSIMMONS
A. M. ATKIEWICZ
A. MAAMEUR

Hospital Patients

When entering the hospital notify the delegates by postcard, giving your name and the number of your ward.

Mimeographed postcards can be obtained free at the Social Service desk.

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

Tuesday — 1:30 to 3:30 p.m.
(on 5th and 6th floors.)

Thursday — 1:30 to 3:30 p.m.
(on 3rd and 4th floors.)

Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

C. SIMMONS
F. BECKER
R. PURCELL
T. C. HICKEY
S. C. BLOSSER
E. BROADERS
J. D. ANDERSON
E. C. LAWSON

BOSTON MARINE HOSPITAL

JOSEPH E. GALLANT
JULIUS HENSLEY
VIC MILAZZO

GALVESTON HOSPITAL

NICK NIKANDER
J. GIVENS
R. HUTCHINS
L. McKRANE
C. ATHERIVE
S. ZEIRLER

MEMPHIS HOSPITAL

JOHN B. HEGARTY

ILA Longshoremen Tie-Up All East Coast

The Log's Prize-Winning Editorial

Below is the editorial which won for the SEAFARERS LOG the first-place "Award of Merit" of the International Labor Press of America. The editorial appeared originally in the LOG of June 11, 1947.

Commies Little Helper

One of the greatest assists the communist party in the United States has gotten since the end of the war was given it last week by New York Special Sessions Justice Frederick L. Hackenburg. In sentencing an SIU member who was hauled out of an automobile by the New York police, while he was delivering food to the Wall Street strikers of the United Financial Employees, AFL, Justice Hackenburg said:

"I am shocked to the depth of my soul when I realize that this compulsion (for the SIU to assist the UFE in its strike) was dictated by a foreign government which under the guise of ideology tries to start trouble so that they can publish in Moscow 'Riots In Wall Street'."

An irresponsible statement of this nature, coming from a man so highly placed as Justice Hackenburg, does more to help the CP than a million pieces of communist propaganda. It confuses, in the public mind, the communists with the anti-communists, and allows the party-liners to masquerade as honest trade unionists.

It is the duty of public officials to at least read the newspapers. If the Justice had only done that much, he would have easily found out that the UFE, and the SIU-SUP, the unions which supported the financial workers, were not and are not influenced by the orders from Moscow.

On the contrary. The Seafarers International Union has a long and honorable history of constant battle against the totalitarianism represented by the communist party.

During the war, when men like Justice Hackenburg were blind to the menace of the communists, the Seafarers International Union continued to point out that the red-howlers were a threat to democracy, and were merely lying low because of the aid given by this country to Russia.

Now it is a matter of record that this Union was correct, and that the men who mistakenly gave aid and comfort to the American communists were building a Trojan Horse, which now threatens all of us.

This Union's activities in behalf of the

embattled Stock Exchange employees were not dictated by a foreign power.

True, Mr. Hackenburg, what the SIU did was dictated, but by a power which you may not be able to understand.

The men who make up the Seafarers International Union acted from a compulsion that came from deep within them. They went to the aid of the UFE because of the spirit of trade union solidarity that has made the SIU a valued friend of honest trade unions and a hated and feared enemy of the commie-dominated labor organizations.

Had the SIU been content to stand on the sidelines in the fight against commie control of the waterfront, then this nation's water borne transportation would be completely in the hands of an unscrupulous faction which really takes its orders from the Kremlin.

If Mr. Hackenburg's words had not been so widely broadcast, or his position not such as to give his views wide circulation, his ideas would be no more than laughable. But many people have read the Justice's statement, and therein lies the danger to free trade unions.

The communists do not have the courage to put their ideas before the public, for acceptance or rejection. They mask their motives behind high sounding phrases, and wait for an opportune time to institute their iron-handed control. Poland, Hungary, and Czechoslovakia are perfect examples. So is Russia, for that matter.

What better way for the commies to prepare the groundwork than deliberately confusing the issues, so that the public does not know which groups believe in democracy and which in dictatorship?

So the eminent jurist has had his say, and he has done his part to add to the confusion. He can rave and rant about the red-menace all he wants to, but the communists will consider him a valued friend as long as he does their dirty work of smearing the democratic unions and placing them in the same category with those controlled by the communist party machine.

(Continued from Page 1)

only 16 were SIU ships but the number was expected to grow. Many of the ships in all ports were foreign.

In Philadelphia, the Commission reported that 32 ships were strikebound of which 6 were SIU at the last count. In Boston there were 8 ships strikebound, in Baltimore 49 and in Hampton Roads only 4. There were no reports of the number of SIU ships in the three last-named ports. The low number in Hampton Roads was accounted for by the fact that coal cargoes were being loaded by railway workers.

Tankers, of course, were running freely since longshoremen were not involved in loading or unloading them. But except for the oil docks, the Army docks and the Virginia coal docks, every waterfront on the North Atlantic coast was dead.

COMMIE TRICKS

In New York, the commies, who for years have vainly tried to get a foothold in the ILA, immediately made an attempt to take advantage of the situation by stirring up factionalism and obscuring the issues with political claptrap. Alert action by the ILA and other unions belonging to the powerful New York Maritime Trades Council forestalled them however.

When the commies called a meeting in Manhattan Center on West 34th Street, the Council rushed 100 pickets to the spot in a fleet of taxis and private cars. Most of the pickets formed a lively, fast-moving line while the rest handed out leaflets denouncing the meeting for what it was—a commie trick.

No physical effort was made to prevent anybody from entering the Center because of the number of cops present, but very few went through the doors. After an hour, it was apparent that the meeting was a failure, and the line was knocked down.

A commie attempt to strike the Army pier in Brooklyn was foiled in the same manner. Pickets including Seafarers went out shortly after dawn with leaflets pointing out that the commies wished to strike the Army pier in an effort to cripple America's national defense. The loading of the Army ships continued in line with ILA policy.

The commies even brought in

some West Coast comrades in their hopeless campaign to take over. To waterfront veterans, the pattern of their actions was reminiscent of their attempt to move into the big ILA beef of 1945 when quick counter-moves drove them off.

The ILA began negotiations with the employers on July 5, demanding a 50-cent an hour boost for straight time, a 75-cent hike for night and weekend work, a pension and welfare fund, and four-hour work periods with a guarantee of four hours pay for any man hired. Negotiations became snarled on the overtime issue, however, because of an interpretation the United States Supreme Court had placed on a clause in the Fair Labor Standards Act.

On August 21, just before ILA's old agreement ran out, an injunction was obtained under the Taft-Hartley Act barring the union from striking. Negotiations continued while the injunction was in effect.

About a month ago, the employers made a "final" offer which the longshoremen turned down overwhelmingly in an election conducted by the NLRB. This led to a second "final" offer which the longshoremen turned down in a second election last week. The walkout began in New York and several other ports before the election was completed.

HALIFAX TOO

This offer included a 10-cent an hour increase for straight time, a 15-cent raise for nights and weekends, a guarantee of four hours pay after being hired, and a reduction in the total hours necessary to qualify for vacation pay. The wage increases were to be retroactive to September 15. The employers refused to discuss a welfare plan.

When some of the big passenger liners announced plans to use Halifax instead of New York as their terminal for the duration of the strike, the ILA local in the Canadian port refused to work the ships after several had come in. But two days later the Haligonians, wary of probable legal reprisals by the Canadian government, modified their stand.

The Halifax longshoremen announced that they would work the ships, but would not handle goods directly consigned to United States ports.

SIU Contracts, US Laws Effective Medicine For Buckos

By JOSEPH VOLPIAN
Special Services Representative

Maybe there are fewer bucko officers than used to be, but one is one too many if you happen to sail under him. However, provided you can hold out until the ship pays off, you have the chance these days to take the wind out of the sails of any brasshat who has bucko notions.

Between the law and the SIU contract, a seaman who keeps his head can find plenty of ways to strike back at the abuses a high-handed officer heaps upon him. The reason is that the boys in the high-pressure hats must have licenses, and a license is always subject to withdrawal or suspension.

We all know what a "Captain Bligh" can do to make life aboard ship perpetual hell. If he

is a Skipper, he can ride the entire crew into desperation. If he is a Mate or an Engineer, he can make at least his own department miserable. What happens when the whole top-side complement is bucko defies description.

TIN GODS

When you get a bunch of little tin gods up top, you will always find that they think they are riding their own private yacht for a pleasure cruise. You and your shipmates in the fore'sle are classed as slaves, always at the beck and call of the aristocrats whose fun must never be disturbed.

Bucko officers can do such things as make unreasonable searches at unearthly hours; withhold draws; place ridiculously tyrannical restrictions on shore leave; polish up the single and double irons; make a ship's

compartments into virtual prisons; hand out logs for trivial misdeeds which often as not are pure accidents; flagrantly violate maritime laws; and attempt, at least, to play fast and loose with the SIU agreement.

It takes a bang-up SIU crew to cope with a situation like that, even if it is met more rarely than in those oft-mentioned "good old days."

ACCOUNTABLE

It is true that the law of the sea traditionally gives the Master of a ship what amounts to dictatorial authority over the crew for reasons that are fairly obvious. However, this authority is not to be abused. A Master and all his subordinate officers are accountable for wrongful acts.

In some cases, a bucko officer can be brought to book during a

voyage, but generally those who suffer from his tyranny must wait until the end of the trip.

In a foreign port, however, a crew which has undergone cruel treatment aboard ship can appeal to the American Consul.

There are many cases where such appeals have resulted in abrupt changes of disposition and attitude on the part of harsh masters. Of course, no crew should go to a Consul for help unless the beef is clear-cut.

What happens sometimes is that a Skipper gets to think of himself as something of a lawyer. Apparently, a knowledge of the Shipping Code, plus the right to marry and bury, goes to the man's head.

Under these conditions, it may take the Consul to let him down a peg. But, let us repeat, do not appeal to a Consul unless con-

ditions are absolutely intolerable.

A Skipper who sets himself up as a legal eagle generally overlooks the entire field of seamen's rights. He just knows, or thinks he knows, what he can hand out in the way of punishment for one thing or another.

HOW TO LINE

A person who sits for a ticket as a merchant marine officer, especially as a Master, must meet very strict qualifications. He must satisfy the government that his ability, experience and habits warrant belief that he can be entrusted with duties and responsibilities at sea.

In maritime law, there are penalties provided if it can be proved that a ship's officer is guilty of bad conduct, intemperance, neglect of duty or wilful

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Foreign Flags Accused Of Rate War In Aid Plan

Apparently not content with carrying fifty percent of the Marshall Plan cargoes to Europe, foreign operators have slashed their freight rates in an attempt to take cargoes from American ships, Grenville Mellon, member of the Maritime Commission, charged this week.

According to Mellon, who recently returned from a three weeks tour of Europe, where he studied shipping requirements under the Marshall Plan, the foreign vessels were offering rates of about \$6.85 a ton—a figure well under the break-even point.

Most of the operators depressing their rates are engaged in the coal-carrying trade to France from this country.

Even with operating expenses much lower than those of American ships, foreign vessels would have to charge about \$9 a ton to obtain a small profit, Mellon declared.

Purpose of the scheme, he stated, is to impress on Marshall Plan officials and Congress the fact that the higher rates charged by American ships are uneconomical, and thus cause the elimination from the Marshall Plan regulations the clause requiring that fifty percent of all cargoes be carried in American ships.

BELOW MAXIMUM

Mellon pointed out that, even if the foreign flag vessels charged the maximum of \$9.15 allowed them under the regulations, they could transport the coal to France for \$2 million less than American operators. The American rate is \$11.15 a ton.

Once the American ships have been eliminated from the plan, the foreign flag operators would then boost their rates as high or higher than the present American rates, Mellon declared.

The statements made by Commissioner Mellon are going to be reported by him to the Maritime Commission, Marshall Plan officials and to the Congressional Committee assigned to review Marshall Plan activities.

Hey, Gagwriters!

Frustrated gag writers can now give vent to their puns, witticisms and bright sayings through Seafare, the new comic strip in the SEAFARERS LOG.

Seafare, which has been appearing in the LOG for the past several weeks, is an attempt to show ship-board incidents and events in a humorous light. It is put forth in the hope that the Brothers can get a laugh out of the otherwise humdrum life aboard ship.

All you Brothers who want to get into the act and put into picture form the gags in your repertoire can do so by sending them to LOG Cartoonist Eddy Smith, SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y. You don't have to be a cartoonist, just give Eddie the idea and he'll take it from there.

HERE'S WHAT I THINK...



QUESTION: An editorial in the SEAFARERS LOG of October 29 stressed the need for a daily newspaper labor could call its own. "Its primary purpose would be to do a bang-up job in organized labor's behalf, while doing a newspaper's regular job of recording and interpreting" the events of the day. Do you think there is a place for such a paper?



HAROLD LOLL, OS:

I think it would be good policy for the SIU to get behind any movement for a genuine labor newspaper. All other AFL unions, too, should endorse the founding of a labor-sponsored publication. I'd read such a newspaper and I'm sure most of the millions of other trade union members would welcome it into their homes. Such a newspaper, I feel, should be circulated in all the big cities to counteract the big-time press. Some regular newspapers are favorable to unions but, being in the slim minority, they don't reach all the people. The sooner it comes, the better.

R. WEBBER, Electrician:

I think a daily newspaper run for and by the labor movement is a very good idea. Industry and its mouthpiece, the National Association of Manufacturers, are well-represented by the commercial press, magazines and radio. At present, labor papers only reach their own union members, with a few exceptions here and there. There is a strong need for a daily paper with a wide circulation that can ably bring labor's own viewpoint on all questions of importance to the general public. A paper like this can be made just as interesting as the current crop of commercial ones.



GIL VILA, OS:

To my way of thinking it is a good idea. We can't do anything toward bettering conditions without unions, so the unions should have their own news coverage. I know what the unions mean at sea. I am sure it would be worth the expense and effort for unions to back a labor paper, and I personally would be glad to donate toward such an effort. I would like to see the labor paper set up like the "News," with big headlines and with thorough coverage of everything from sports and comics to national and world news.



PETER W. DREWES, AB:

This probably would prove to be a very good idea. Such a paper would provide the general public with a satisfactory means of understanding the working man's side on issues involving labor and management. This would be particularly advantageous when beefs arose, since the public would learn a lot of things they do not know exist under present circumstances. If the labor daily was presented in the form and style of most commercial papers, with sports sections, features, comics and the rest, it would fill a big need and stand a big chance of success.



THOMAS YARBROUGH, AB:

It would be a good thing to have the kind of paper that would let the public know what labor's point of view is. After all, we ourselves, all of us everywhere, and everybody is equal. Every one should have the chance to know what's going on. In order to interest people, such a labor-owned newspaper would have to show a very definite viewpoint. And you'd have to put in all the things that people have come to expect any newspaper to have. I mean sports, comics and things like that. I'd read such a paper.

THOMAS HEGGARTY, AB:

I think there is a need for a labor-owned daily newspaper. One very important thing it would do would be to bring into the open a good many of the nasty things management is successful in hiding from the public. And since most of the press is clearly on the side of big business on any issue they have with labor, labor's own daily could see to it that its own slant on things would reach the public. Labor's accomplishment would no longer be hidden in the back pages. People would enjoy it same as they do other papers. The labor daily would have everything they want.



J. O'KEEFE, Oiler:

The expense of such a project at the outset would be terrific. I would think, because the powerful commercial daily papers live mainly by the huge volume of their advertising. It seems to me that big corporations that do most of the advertising would try to kill such a venture by not doing any advertising in a labor daily. If the plan could get going it would be swell. To offset this disadvantage—if it is one—possibly the answer would be a monthly magazine, as a starter. All the labor news could be consolidated and presented attractively.



DON MORRIS, AB:

With big business influencing the present press, it is only reasonable that unions work together to support a paper that will give union news a fair break. This is a particularly opportune time for such a paper to be launched, with Truman having been returned to the White House, and with liberal men in the Congress as a result of the labor vote. I would like to see such a paper supported by subscription from all unions so that the success of the paper and its policies would not depend upon the whims of the advertisers.

Ship Arrivals Keep Tampa Busy; Rated Bookmen Can Get Out Fast

TAMPA — Shipping remains fair in this Florida port. We are still getting plenty of ships and we're dispatching men to almost all of them.

To start off this week, we have the Yankee Dawn, Atwa-coal, and the Canton Victory, Waterman, in port. Slated to arrive later are the Albert K. Smiley and the John Bartram, both Waterman.

In addition, the Bull Line has either the Edith or the Mae coming into Port Tampa sometime this week. So, with one of the Alcoa ships due in from the Island run, we have several vessels to work from.

The Tampa Agent spent last week in Jacksonville working with Assistant Secretary-Treasurer Bob Matthews on negotiations with the P&O outfit. We can report at this point that, from the progress of these contract discussions, everything looks pretty good.

COSTLY TRIP

From a purely personal standpoint, the trip to Jacksonville was rather costly for the Tampa Agent. He lost almost everything but his pants. A prowler broke into his room at the George Washington Hotel and took all his dough, his brief case and a sport coat.

Oddly enough, the brief case with two receipt books were returned to us in Tampa this morning, but that's about all we expect to recover.

A Union representative will journey over to Miami next Monday to set up the voting apparatus aboard the Florida, so that crewmembers will be able to cast their ballots in the current election to determine the Union officials for the coming year.

Since the Florida spends only a few hours in Miami, which are not enough to allow all crewmen to vote, the SIU representative will stay aboard the ship for the trip to Havana and return. Thus, all hands will be given a chance to have their say in this important Union procedure.

The Florida, incidentally, just came out of drydock in Jackson-

ville. We still ship a few men on her periodically, mostly in the Deck and Engine Departments.

TAKE NOTE

All men making this port are advised that the only union taxicab outfits here are the Florida and Yellow Cab Company, owned by the Yellow Cab Company, and the Red Top, which is run by a local man.

The Red Top came around after a hell of a lot of trouble last year. First the driver settled out of court a few weeks ago and now the company is 100 per cent union.

The ship chandlers are still having their problem. Ships paying off here need things, of course, but they are getting their stores in other ports.

To bad these chandlers couldn't see past first base, during the 1946 General Strike. They are now paying for their folly in breaking the SIU picket lines in this port at that time.

Among the oldtimers around here now are Buddy Baker, Harry Simmons, Sonny Simmons, Al Driver, Uncle Otto Preussler, and Bobby Sheppard. All of them are ready to go. This shouldn't be hard since rated men with books can move fast.

Get A Receipt

Every member making a donation to the Union for any purpose should receive an official receipt bearing the amount of the contribution and the purpose for which it was made.

If a Union official to whom contribution is given does not make out a receipt for the money, the matter should immediately be referred to Paul Hall, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

In advising the Secretary-Treasurer of such transactions, members should state the name of the official and the port where the money was tendered.



Cities Service Using Skippers As ABs

By WM. (Curly) RENTZ

BALTIMORE — The International Longshoremen's Association East Coast strike has this port locked up tight. With no count available on the number of SIU ships involved, a total of 49 ships are now strike-bound.

There are more than that number of ships in port but the Maritime Commission, which released the figure, labels as strike-bound only those vessels whose cargo loadings or unloadings have been halted.

The SIU in the Port of Baltimore is behind the Longshoremen 100 per cent. It is the sincere hope of our membership here that the AFL longshore workers will win their demands. And we are ready to help them in that direction in any way we can.

BUSINESS SLOW

Payoff activity was slow in this port during the past week. Ships paying off were the Rosario, Chilore, The Cabins, W. Carruthers, Dorothy and the Marore. All payoffs came off okay, even those on the Ore scows.

Completing the list of sign-ons were the Marore, Steelore, Chilore, Rosario, Dorothy, The Cabins and the Robert Ingersoll. Of course, they were signed on before the strike broke. Shipping is now at a standstill.

With the large number of American seamen on the beach because of the growing number of foreign flag ships handling traffic in and out of this country, it seems that something should be done to give American ships an even break at least.

These foreign flag ships travel under sub-standard conditions and are manned by poorly paid, poorly-fed crews. We have no beef with the crewmen of these ships. They are the victims, and are not in a position to do anything about the situation.

AMERICAN ENTERPRISE

Wherever they can, American outfits are using these foreign flag ships. Alcoa is the most prominent among those who are capitalizing on the low wage scales and dirty conditions to increase their profits.

When it comes to a buck, the patriotism these big outfits brag about in all their advertisements goes right over the side.

Several unorganized tankers called in this port last week and we think we did a pretty good job in contacting them. On the Cities Service tankers that came in here it seemed that four men with Master's licenses were aboard as ABs, and ten Mates were signed on in the same rating. The company is struggling with every stunt in the books to keep away from the SIU banner.

NICE GOING

To the Seafarers who are staying aboard the Cities Service tankers until this drive is won, we say "Hats Off!" for the fine job they are doing.

The company's desperate ef-

forts, as evidenced by their crewing up with licensed stooges in unlicensed ratings, proves how low they will stoop to keep from giving seamen decent conditions and respectability.

These Mates and Masters do not belong to any union. They are not members of the MM&P. They are company stooges pure and simple.

Certainly a company that will resort to the practices that Cities Service has throughout the SIU's organizing campaign is badly in

need of clean, decent, democratic shipping procedure that will enable their seamen to walk down the gangway with their heads up.

By the way, we'd like to express the appreciation of the local membership to the doctors and nurses in the Baltimore Marine Hospital for the fine treatment they have been giving SIU members.

These people have been looking out for us, and our men say they won't forget it.

Pre-Christmas Prospects Bright For Port New Orleans Seafarers

By EARL (Bull) SHEPPARD

NEW ORLEANS—Shipping is back on an even keel in this Gulf port.

With all passenger ships due to arrive before Christmas and several other payoffs and transients scheduled, we can look forward to shipping holding steady. In fact, it looks as though these vessels could very well clean the beach of all and sundry who want to ship out.

Meanwhile, voting in the current Union election for officials to administer SIU affairs during 1949 has been heavy. And, if this heavy balloting continues, we will probably have a record-breaking vote, as far as the Port of New Orleans is concerned.

PLEASING SIGHT

Our new Hall is still the subject of much favorable comment. Brothers coming into the Port of New Orleans for the first time, or who are revisiting the port after a long absence, show unmistakable signs of being highly pleased with the setup.

Our recreational, shipping and meeting facilities certainly are making a big hit with all hands.

It seems to be the prevailing opinion that it would be a great lift if we could secure a more suitable Headquarters building in New York, and more adequate facilities in some of the ports needing them.

Owning our own halls would give the Brothers a much greater incentive in striving to keep the buildings looking ship-shape at all times. That much has been proven here.

Then, too, these buildings would prove to be an immeasurable asset to the membership should shipping ever get real tough, or should we go into a major beef at any time.

THE GOOD LOOK

The local photographer paid the Brothers in the Marine Hospital here a visit last week. The hospitalized Seafarers thought they had some pretty fair scenery and willingly posed against that background for some pictures. Yep, those two pretty nurses will be seen just as soon as the LOG has space for the photos we submitted.

Chow in the hospital, according to the men there, is good and

certainly above the average fare in institutions of that kind.

And, by the way, our Brothers in the Marine Hospital extended an invitation to all Seafarers to pay them a visit when they get down New Orleans way. Just to help them pass the time of the day, of course.

However, they added, if you do have to put in a stint in the hospital, the New Orleans hospital is just about the most comfortable spot you'd want under the circumstances.

Tankers Raise Philly Shipping Fram The Dead

By LLOYD (Blackie) GARDNER

PHILADELPHIA — There are 5,000 AFL longshoremen on strike here and the port is dead.

In line with SIU policy, we are giving them all the help we can in their effort to improve their wages and conditions. Naturally, our own members here hope for a short but successful beef.

We had two payoffs here, both of them good ones. One was on the SS Alexandra, a Carras tanker the SIU organizers won for us a while back. The Alexandra is in here every two weeks or so, since she runs coastwise and nearby foreign.

The second payoff was on Waterman's SS Fairland—and there was one sweet SIU ship.

The Fairland had been to the Far East and had been out four long months. She was proof that a long trip does not have to develop the fouled-up beefs that some ships come home with after a long haul.

The Fairland had a good bunch topside as well as in the foc'sle. Everybody got along with everybody else. The result was that paying her off was a pleasure.

Of course, the tankers are unaffected by the strike since the longshoremen do not work them. A lot of tankers hit Philly every day. Some of them are organized, some are not. And what we need is more of them.

Frisco Awaits End Of Strike

By FRENCHY MICHELET

SAN FRANCISCO—The shipping situation on this coast, which has been at a standstill as a result of a two months strike, is showing signs of coming to life again. The shipowners and the striking longshoremen have renewed negotiations. It looks like we might be moving ships again in a week or so.

We have very few rated men on the beach now as the bulk of the crews of the strike-bound ships have gone east.

Once this strike is over, the membership can be assured of some good runs from this coast. Waterman is putting ten new converted C-2s into good runs originating from here.

Calmar and Isthmian will continue their intercoastals, and there is a good chance that Isthmian will also resume their pipeline run to the Near East, affording some additional choice jobs for the membership. And South Atlantic and Smith and Johnson

will probably continue to operate three ships each on the grain run to the Far East from the Seattle environs.

When you see things out here, break, follow Horace Greeley's advice, and "Go west." We will have a berth for you, and you and you.

NEW HALL

The new Hall in Wilmington is located at 227½ Avalon Blvd. It is the former MM&P Hall, which they vacated when they bought their own place down there. We have managed to set up a good rig there at a minimum expense to the organization, due primarily to the fact that it was in fairly good shape and little renovating was necessary to ready it for occupancy by the SIU.

All inquiries from the Wilmington, Long Beach and San Pedro areas should be directed there, and all SIU business will be transacted therein.

Island Sun Shines Brightly But Not On San Juan Shipping

By SAL COLLS

SAN JUAN—The Port of San Juan, as I write this, is sunny but slow. Shipping has sat down on the slow bell here—and we all know the reasons: 1) the Longshoremen's Strike on the East Coast, which is keeping the boys on the ships until they see what's going to happen, and 2) the fact that the sugar season is just about over for the year in Puerto Rico.

The *Zafra* or the cutting of the new cane crop will begin the last of January, and then the sugar sacks will begin to pile up in the warehouses again for shipment to the States.

Because the sugar is all out of the warehouses, Bull Line has already chartered out the *Francis*, the *Angelina*, and the *Elizabeth*, and there'll probably be a couple more of her scows taken off the Puerto Rican run until next year.

LOSSES

The loss of these ships, of course, makes a big hole in San Juan shipping. Last week, for example, we shipped men to the following ships: the *Helen*, *Kathryn*, *Carolyn*, and the *Monarch of the Seas*, and that's all, Brothers.

And there, briefly, you have the picture, Brothers. And that's the way it's going to be for the next few weeks.

You all know how late the San Juan Branch is in getting the weekly LOGS, because of the 1,399 miles they have to travel

by boat to get here. So if this bouquet appears a trifle tardy in being presented, we apologize, because we want to thank Brother Joe Volpian for the prompt action he brought about in the case of Brother T. Kato.

Brother Kato was the boy who was forced to check in the Marine Hospital in San Juan after being injured on a Bull Line ship, and when he was discharged was curtly refused his earned wages by the Bull Line office here, unless he signed a paper relieving the Company of all responsibility.

Now, Brother Volpian's service is not only special—his job is entitled "Special Services"—but, we've found, almost instantaneous, as well, and certainly 100 percent effective—like DDT.

For just two short days after we sent Brother Volpian an urgent SOS to put in his oar on Brother Kato's problem, we received the nicest call from the Bull Line office asking us if we would kindly send Kato over to collect his back wages. And that, Brothers, is service in any man's language!

FULL HOUSE

Right now, the Hall is fairly full of men. There are approximately 50 bookmen and 30 permits on the beach. A good number of these Brothers, we know, are waiting for the *MV Ponce*.

She's due back in Puerto Rico the last of November. If she's tied up in the States by the strike, we're going to have a Hall full of long, sad faces—mostly belonging to the perennial beachcombers, like Brothers Lockwood, Thompson, Larson, Jensen, Henault, and a host of others.

These boys have kind of taken the *Ponce* under their wing, so to speak, and they fret and worry about her when she's away—and they're not on her—like a gang of old maids.

Keep In Touch

As you know, the ILA is on strike and the SIU is supporting them. You are asked to stay aboard your ship unless laid off, but do not move the ship without specific orders from the Union Hall.

Many ships are keeping only a skeleton crew of three Firemen and three Gangway Watchmen, as provided by the agreement. Should you be laid off, re-register at the Hall for the ship you left, and you will have first preference to ship back on her for 24 hours after the strike is terminated.

After that, stay in contact with the Hall, in the traditional SIU fashion, so that you will be available if your Union needs you.

Red Gibbs

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Good Ship

The Robin Kettering came in last Friday for one of the best Robin Line payoffs in a long time. There was no disputed overtime in the Deck and Stewards Departments, and only a misunderstanding on a delayed sailing in the Engine Department.

This voyage was notable for a minimum of disputes of any kind, which was due in large part to the excellent cooperation of the Captain, Mates and Engineers. In addition, the Vice-President of the line, Pendelton, made the entire voyage.

As a result, there were numerous ceremonial dinners in the South and East African ports as far up the coast as Dar-es-salam, for the purpose of promoting business and company goodwill.

It speaks well of the fine Stewards Department, and of the Chief Steward, Hauser, that these were an outstanding success.

Completing a voyage of three months, twenty-three days, the Kettering — a converted Navy Transport equipped to carry 12 passengers — was the first SIU ship to pay off during the ILA strike. Those who quit were not replaced, with the exception of members of the Stewards Department and the Firemen; but those who cared to remain on were kept on the payroll.

Jimmy Purcell

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Hold Tight

Those of you who are being laid off the ships will be wise to hold tight, pay a few weeks room rent ahead, get some meal tickets, and stay out of the night-clubs till the strike is over. There will be plenty of chance later to celebrate.

In the labor field one never knows when something like this will come up, and it behooves every member to be prepared.

Now is a time to point out to the membership the wisdom of laying away a little nest-egg when things are good, to carry you through an emergency — such as the present ILA tie-up — and to assure you coffee-and-

The recreation facilities of the Hall are at your disposal. Everything is at hand for your comfort—and coffee is still on the house. Winter weather is just around the corner, so remember that the Hall is the best place for an SIU man to get in out of the cold and spend his spare time without wasting his money — and you will be on hand if your Union needs assistance.

Louis Goffin

Mobile Hall Alterations Begun

By CAL TANNER

MOBILE—The pace of shipping in this port was slow but steady during the past seven days. Five payoffs and an equal number of sign-ons, including two ships on continuous articles, resulted in a total of 89 bookmen and 12 permits being shipped for the week.

Three of the five ships paying off were Waterman jobs. They were the *Wild Ranger*, which came in from the Puerto Rican run; the *Hurricane*, in from Europe with a few minor beefs that were settled quickly to the crew's satisfaction, and the *Iberville*, also back from Europe.

The latter's payoff was held up a couple of hours because of disputed overtime for the Black Gang. The beef was settled, however.

The other payoffs were on the *R. R. McBurney*, of the Overlakes Freight Corporation, which

is slated for the boneyard. There were several disputed on the *McBurney* but all were settled.

The *Alcoa Cavalier* rounded out the week's payoffs. This trim passenger ship had her usual clean payoff, thanks to the heads-up crew of Seafarers aboard.

The *Wild Ranger* signed on for the usual run, while the *Hurricane* spent three days in the repair yard before re-signing for a run that will include calls at ports in Greece, Turkey and Italy.

The *Iberville*, also in need of overhaul, will put in about 12 days in drydock. As scheduled, the *Cavalier* again headed out on her South Atlantic cruise.

In transit this week was the *Daniel Lowndale*, Waterman, which took a couple of replacements. This ship was in good shape on arrival here.

As usual there is a complement of oldtimers on the Mobile beach. To name a few, there are H. J. Cronin, E. A. Trader, Sam Bailey, C. J. Beck, E. L. Walker, L. G. Morrow, Orvin Music, E. C. Vitou, A. G. Milne, H. Lawrence, J. Bell, W. Sanders, T. Smith and F. Hills.

Shipping for the next week promises to be slow, with only three or four ships scheduled to take on crews. One of these is a passenger ship, which only takes replacements.

However, we still have a few vessels undergoing repairs in the local yards and a couple of them, at least, should be ready sometimes the latter part of next week.

NOT INVOLVED

Up to the time this report is being written, the strike of the International Longshoremen's Association, AFL, has not reached this far south and, from present indications, the men will not go out in the Gulf. So everything seems to be running pretty smooth on the Mobile labor front at the moment.

Repairs on our building have been started, and we are waiting for the go-ahead signal from Headquarters for other renovations we have planned.

The whole job will take quite a while to complete. But when it is finished, like everything else the SIU turns to, it will make our Hall one of the tops in the business.

From The Sixth Deck

By EDDIE BENDER

Those holding tripcards are now requested to turn these in and get original permits, instead. This may be done through any of the A&G Branches, or by applying directly to Headquarters, either in person or through the mails.

When you do this, it is advisable to have all previous receipts that have been issued to you, as well as your tripcard, in order to make possible a thorough check-up on all of your previous payments, and to make sure that your record is credited with all monies you have paid.

Another requirement is that you submit a personal identification with your tripcard—which includes the department and rating in which you ship; your full name; the date and place of your birth; your height, weight and color of eyes; your Z-number; and the name and address of your next of kind.

Proofs of your strike clearances, both for the 1946 General Strike and the 1947 Isthmian, must also be submitted. Usually this is stamped on the tripcard. But in the event that you do not have these clearances stamped in, send your strike picketcards, or your certificate of discharges either from a ship, or from a hospital which establishes your clearance.

The membership is doing away with all tripcards, so that only bookmen and permitmen will be allowed to sail our ships. You should have no trouble getting a permit if you now hold a tripcard. The sooner you get this, the quicker you can ship.

Transportation Rule Makes Jobs For All

By PAUL GONSORCHIK

NEW YORK — After having read most of the pros and cons on the transportation rule currently in effect and which have been appearing in the LOG, I should like to express my own view of this rule.

I am in favor of the rule we are now using—for many and various reasons. And I believe very firmly that these reasons are good ones.

As every member knows, shipping has dropped almost 50 per cent in recent months, due to the fact that the money men have shifted American cargo to foreign bottoms. Naturally, our shipping suffers by such a shift.

FAIR CHANCE

Under these circumstances, it would seem only fair that each and every member should be given an opportunity to ship out without spending too long a period of time on the beach.

The transportation rule now in effect increases the chances of the members to get out. And although objections are made by some who sign off, it should be obvious that eventually things even out and they, too, will get a chance to ship out quicker.

In other words, it works the same for everyone, and in the

long run everyone will profit by it.

I know of instances where members have stayed aboard the same ship for a couple of years, and there are more than just a few of these men who will settle down on a ship for that long.

Not that I have anything against a man remaining on board a ship that long, either. That's okay if shipping opportunities are plentiful for every member. But when jobs are a bit scarcer than they used to be, you find that some very good men can turn out to be company stiff when they're interested in holding onto a job for a long time.

Some men have said that, under the transportation rule, they have a chance of losing their vacations. I doubt very strongly whether this rule makes any difference insofar as a man's vacation is concerned.

Personally, I feel that if a member fails to see that the transportation rule is beneficial to the membership as a whole, he is influenced solely by selfishness.

As Chief Dispatcher in the New York Hall, I am in a position to see the record. And strangers as it may seem, there actually are less men trying to

get out on jobs than formerly.

This must be so for, in spite of the fact that there are more men registered at the moment, we still have occasional difficulty in getting some ratings for jobs. Like Bosuns, for example. I should like to urge the men to take jobs whenever they come up.

JOB PROTECTION

But back to our transportation rule. It is accomplishing for the SIU what the NMU has failed to achieve. When things got tough in the NMU, men in that Union had no such rule to help speed up the shipping chances of its membership. Our rule in the SIU helps protect your job opportunities.

In the NMU they are thinking about putting into effect a rule that would require a member to make only one trip on a ship and then pay off—regardless of whether it is a long or a short trip.

So, boys, my advice is that you hold the present transportation rule as it is, until the shipping situation improves, at least.

If you want to sail steady with only a short stay on the beach, keep the transportation rule. If you want to get a ship once in five months, then knock out the transportation rule.

STARTS LIMITED PASSENGER SERVICE RUN



The SS Iberville, the first ship assigned by the Waterman Steamship Corporation to the new limited passenger ship service between New York, Florida and Gulf ports, will begin her initial northbound voyage from New Orleans.

Four Waterman Ships Enter Coastwise Run

NEW YORK, Nov. 19 — The Waterman Steamship Corporation will operate a limited passenger service between New York, Florida, and Gulf ports, with the SS Iberville scheduled to begin the new service tomorrow.

The new service will be the first of its kind since the start of World War II, and will be handled by the Pan Atlantic Steamship Corporation, a Waterman subsidiary.

PORTS OF CALL

Four modified C-2 type freighters, each having cabin accommodations for 12 passengers, and capable of 16½ knots, will

be placed on the run. Service will be on a weekly basis.

Ports of call scheduled thus far are Miami, Tampa, Mobile, New Orleans and Panama City. Sailings will also be scheduled from Philadelphia and Baltimore.

All ships in the new service are owned by Waterman and will replace five 11-knot Liberty vessels that the company has been operating under bareboat charter from the Maritime Commission.

The Iberville will leave from Mobile tomorrow for New Orleans, where she will start her initial northbound voyage. She will be followed a week later by

the Antinous and two weeks later by the DeSoto. Sometime in January the Topa Topa is slated to be placed in the trade.

CUT TIME

According to Pan Atlantic, the vessels placed on the new run will cut sailing time between Atlantic and major Gulf ports by as much as three days. Each will carry 1,000 tons more cargo than the Liberty ships they are replacing.

The vessels being returned to the Maritime Commission are the Winslow Homer, Daniel Lowndale, John Bartram, Albert K. Smiley and John Laurence.

New York Harbor Is Deserted As ILA Strike Gains Momentum

By JOE ALGINA

NEW YORK—Shipping here is at a complete standstill after weeks of fairly strong activity. Before the Longshoremen's strike became effective, we tied up some loose ends and squared away a few payoffs and sign ons.

Among the payoffs were the Emilia, Beatrice and Frances of the Bull Line; Steel Traveler, Isthmian; Afoundria and Governor Bibbs, Waterman; and the Robin Kettering, Robin.

Those which left before the port shut down were the Afoundria; the Sanford Dole, Mar-Trade, and the New London, Mathiasen.

The Dole helped out a great deal when she came from lay-up to take a full crew. The New London also had almost a complete turnover in all departments.

The big port is just about deserted now. Most of the companies got their ships out of port and those that didn't make it are shut down for the duration. Several ships due in this port were diverted at the last minute to ports not affected by the walkout. Tankers, as usual, are moving.

FILE FOR PAY

Nobody knows how long this strike is going to last so, if you haven't done so already, now is the time to file for unemployment compensation.

It takes a little while for the money to start rolling but once it starts coming in it helps a lot in weathering a period of no shipping.

After the strike, according to reports, Waterman is going to inaugurate a coastwise passen-

ger service with four of its C-2 vessels. The first one to go into action will be the Iberville.

The Liberty ships at present used in the coastwise service will be turned into the boneyard. What will happen to the service these C-2s are presently on (East Coast to Europe) is not clear. We hope, naturally, that the company will put additional ships into that run. If they do then we won't be hit by this move.

Every time a seaman looks at a news item coming from the Maritime Commission a lot of board members' names are mentioned. The names are always the same: those of shipping company executives. It seems that it's about time that maritime labor had a representative on this government board which so greatly effects our lives.

NO VOICE

At present it's a shipowner monopolized board. There is no one on the board to voice the sentiments of the men who man the ships. If a Union seaman was



put on the board a lot of the foul-ups that occur would be eliminated.

An example of this is when the Commission agrees upon the design of a new freight or passenger ship. Ten to one that, when the ship is put into service, something is lacking for the crew's comfort. Either the foc'sles are too small, heads too few or the messroom inadequate. If a labor man were on the board he could remedy this before the blueprints went to the shipyard.

Another thing, a labor man on the board would serve to keep before them the fact that there's more to shipping than just steamship companies. He could prick their consciences regularly and maybe do some good, in spite of the fact that he would be hopelessly outnumbered in any voting issue.

Waterman Receives Young America, First Of 10 Rebuilt C-2s

The first of ten C-2 type freighters being converted to company specifications has been delivered to the Waterman Steamship Corporation.

Built during the recent war for use as a troopship, the latest addition to the Waterman fleet is 439 feet long and 63 feet in the beam. She bears the name Young America.

Waterman expects delivery of the nine other vessels by the end of the year. They will bring the Waterman fleet strength to a total of 55 modern dry-cargo ships, the largest privately owned fleet under the American flag.

Former Esso Man Gives Company Union Lowdown

(Continued from Page 1)

there is absolutely no provision for a penalty in the event this "full unbroken hour" for each man for each meal is not allowed.

The writer, on one occasion personally asked the patrolman, Sam Royal, for a clarification of this particular clause. I told him it had been the practice to call us out during our meal hours, and asked him if there was any penalty provision.

He replied that no penalty could be claimed and nothing could be done about it.

I take this one clause to illustrate the difference between the Union contract and these phony contracts. The Union contract has the above clause also, but there are penalty provisions which give it strength.

If we are interrupted in our meals, we get one hour overtime, and one additional hour overtime as a penalty for the interruption. Without this penalty provision, the clause itself is meaningless.

About two years ago their shrewd company lawyers drew up an entirely new contract, which is a masterpiece in the company interests.

I say company lawyers drew up this contract, because I am certain that neither Sam Royal nor any of the "executives" of the Esso Tankermen's Association has the ability or the in-

genuity to conceive anything so neat.

They worked out a plan which provides that, after an employee has a certain amount of continuous service with the company, he is given vacation benefits, and thereafter he is given one month's vacation with pay after three months continuous service.

The new contract (condensed) means that you work three months continuously, and then have one month off on vacation with full pay.

Sounds good doesn't it? Here is the joker: Overtime is entirely out!

For many years, Standard Oil has tried to do away with overtime. Now through this cleverly devised instrument, they have eliminated overtime entirely.

This new contract was presented and voted upon by the deluded membership. It was accepted. Whether there was any fraud connected with the counting of ballots I cannot say.

However, I do know that only those having membership in the Esso Tankermen's Association were eligible to vote. And I do know also that this Esso Tankermen's Association represents only a very small minority of the men sailing Esso ships.

It is such a phony outfit that those who do belong to it are ashamed to admit their membership in it, and it is seldom that you can find a single man on a

ship who will admit membership.

No meetings are held on the ships, and the "union" business is conducted entirely by these company-paid stooges.

The thing that sold this contract was the ingenious vacation with pay. It sounds very nice. But did these deluded Esso men ever stop to consider what they have lost in overtime! Or how many months vacation they could afford to take on their own, with the lost overtime that this contract deprives them of?

They were already getting twenty-one days vacation. So the company is really only conceding a little better than two months in lieu of the overtime which they have abolished entirely (with the sole exception for tank cleaning).

For example, in the case of an AB earning approximately \$200 per month, they are giving him \$400 per year in lieu of his overtime. \$400 divided by 12 is about \$33 and change per month.

He formerly made that much overtime for Sunday sea watches alone—not to speak of overtime for mooring and unmooring, and for loading and discharging cargo on watches after 5:00 PM and before 8:00 AM, etc.

And there is nothing in this contract that binds the company to continue giving these vacations. Almost every clause contains provisions stating: "Providing it is possible to do so

without interfering with the smooth operations of the company."

At any time that the company considers it as interfering with "smooth operations" they may dispense with it entirely. Then the men will be far worse off than before; for the company will never go back to paying overtime, now that it has been abolished.

The thing that Esso men should realize, consider and appreciate—and many of them do, for they are not all company stooges—is that whatever beneficial conditions they now enjoy came through the conditions won on other lines by the Seafarers and other bona fide unions. And they can be certain that, if the impossible should happen and the Seafarers should be destroyed, Esso conditions will go right back to moonlight and twilight chipping and painting from sun-up to sun-down with no overtime—and that the Esso stooge union will be then—as now—not only powerless to help them, but unwilling.

This article is written not only for the enlightenment of our membership, but as an appeal to the intelligent Esso men—many of whom are my friends and former shipmates—to come into the SIU and get the wages and overtime rightfully due them. Then they can take their own vacation when they feel like taking it—and a much longer one!



SHIPS' MINUTES AND NEWS

Robin Sherwood Seafarers Condemn Actions Harming Members' Prestige

The conduct of a Robin Sherwood crewmember who assaulted another customer in an East London, South Africa, bar last month, has been roundly condemned by several of his shipmates as reflecting unfavorably on men in the seafaring occupation and members of the SIU in particular.

As reported in a Port Elizabeth newspaper, the Robin Sherwood crewmember was found guilty in Magistrate's Court of striking the bar customer on September 30. He chose the alternative of a 20-pound fine rather than face two months at hard labor.

The incident was reported to the LOG by several Seafarers aboard the Robin Sherwood, a Robin Line vessel on the South African run.

Because their shipmate's attack on the East London man was unprovoked, the Sherwood Seafarers held that his display of violence only served to blemish the reputation of his shipmates and seamen in general at a time when the SIU is making every effort to break the misconception that seamen regularly become involved in such altercations.

GREATER HARM

Although incidents such as the one reported by the Sherwood men admittedly concern only those directly involved, the Seafarers expressed indignation because they ultimately feel their efforts.

Crew comments pointed to the fact that the press throughout the world is quick to play up incidents involving seamen far out of proportion to the space they merit. Since Seafarers depend for relaxation on brief liberty in the world's ports, the Sherwood men maintained they liked to spend their time ashore in an atmosphere as pleasant as circumstances will permit.

Typical of the opinions received by the LOG in regard to the East London affair was one received from the Sherwood's Stewards Department Delegate.

"I believe that capers like this one bring about a dislike for seamen as a whole," he wrote.

He added that the townspeople's disapproval was evident wherever the Sherwood men went. "I know for certain that the people here (Port Elizabeth) do not approve of it," he revealed, "as it was the only subject of conversation ashore last night."

"We are looking forward to a not-too-cordial greeting when we get back to East London. We certainly couldn't expect otherwise under the circumstances

now," the Stewards Delegate concluded.

The Sherwood men made it clear that they weren't concerned with the argument that precipitated the attack. They made it equally clear, however, that they took a decidedly dim view of the action which cast uncalled-for aspersions on men in the seafaring business.

TIME ARGUMENT

According to the story reaching the LOG, the attack grew out of a difference between the Sherwood man and the bartender as to whether or not the clock on the barroom wall showed the right time. When a third party volunteered that the clock was right, the Sherwood man struck him.



SIU members acting as pallbearers remove Brother Smith's casket from the funeral chapel in Savannah.

Home Burial For Member Killed In France In 1946

The body of Seafarer Lawrence Edward Smith, who was killed in LeHavre, France in 1946, was reinterred in his native Savannah, Georgia, last week with full military honors and an escort of his fellow SIU Brothers.

Brother Smith, an original member of the SIU who held Book No. 36, was killed January 22, 1946, while ashore in LeHavre. At the time he was Bosun aboard the Shepard Line ship Warren P. Marks. Burial was in LeHavre.

At his family's request, his body was returned to his home aboard an Army transport. In addition to the full military honors, Seafarers in Savannah took part in the services. Many of his former shipmates and friends from the Savannah Hall were present at the rites.

Surviving Brother Smith is his mother, Mrs. Maria Mew of Savannah.

'The Voice Of The Sea'

By SALTY DICK

Our white caps are off to "Red" Hancock for convincing the Port Steward to give us inner-spring mattresses. The crew can now have their beauty nap... On the SS Del Norte, all the Delegates go around once a week inspecting our foc'sles, and Brother, you better have it clean, too. A very good idea. May other crews follow this example... Jack Vorel is back again on a Delta ship going to South America. He was injured when he dropped a heavy object on his foot.

"Whitey" Tomlinson is our new Ship's Delegate and Ship's Treasurer. I must admit we had better raise our funds... Here's a good question: Should the Steward's Department personnel return the tips to the passengers if they're not sufficient? My answer is No. By returning these tips you are hurting the company and of course you are hurting the Union. Have you any suggestions? Sometime ago six waiters insisted that we return the tips. We had a special meeting and finally agreed to keep all tips, no matter how small. Knowing these boys, I asked the messman who had served them during the voyage if they gave him anything. He replied, "Just one tipped me." (Note: I myself depend on tips—news tips—and I feel that we should accept all tips with thanks.)

Frank Russo is here in the Gulf Area. He says he's tired of the North Atlantic. He's gaining weight. Herbert Knowles is a butcher who knows his meats. He was very unhappy because he missed the movie "The Road To Rio" with Bob Hope.

George John made a trip by auto to Chambersburg, Pa. (home town) from New Orleans. He

brags that this was the city where the confederate army was stopped from going any farther north. Henry Yeats asked the Deck Steward for a Neptune's Certificate. He says he wants it to show his grandchildren some day. (He'd better find a wife first!)... I understand they're trying to install a movie projection machine on the Del Norte for the crew. It won't be long before we'll be asking for a television set next.

Heard Joe Lae is Second Steward on an Alcoa scow... Bob Creel quit the ship to stay ashore for awhile. But I know the "call of the sea" will be too much to resist... Ray Flynn, Chief Pantryman, blew his top because one of the crew called his salads garbage... Who's the big-shot at sea (a small fry at home) who has to punch his time card while at home? I also understand he's the buyer of groceries and he does the cooking at home. Do you know him?

It seems to me the Delta SS Co. should accept a few good suggestions from us for their new liner. We are the ones who will sail her, and I'm sure we have very good ideas.

The election is now under way so do your duty and vote. I'm referring to our Union. Vote for the men whom you think will help the Union. There are many candidates, so pick a good official. And above all vote!

ATTENTION!

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.

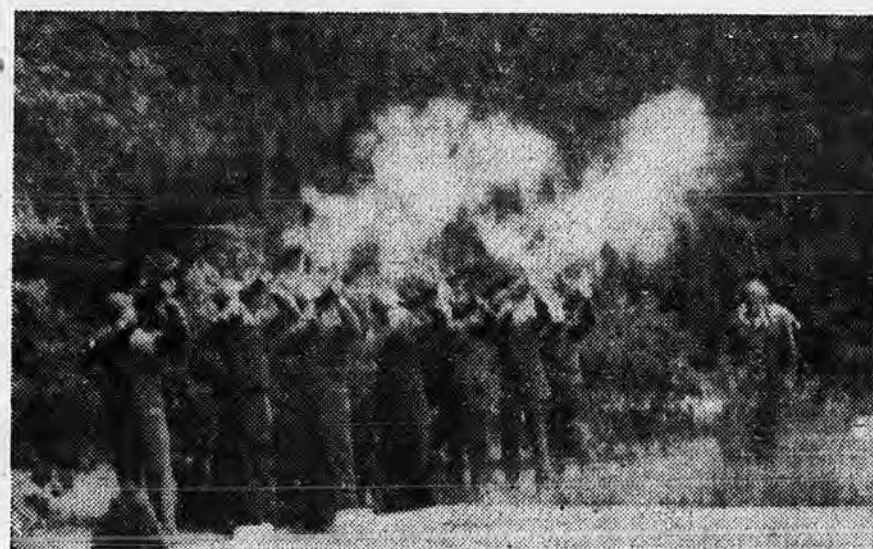


Photo shows a squad of soldiers as they fired a volley over Brother Smith's grave. Pictures were taken by Seafarer Laurence Reinchuck.

MINUTES OF SIU SHIP MEETINGS

JEAN LAFITTE, Oct. 10—Chairman Smith; Recording Secretary Gilmore. Previous minutes accepted. Under Old Business the attitude of the Captain and his refusal to authorize necessary painting of ships quarters was discussed and a petition was approved to recommend that the Captain be removed from the ship. The Delegates' reports on the standing of the membership were accepted. Motion carried to submit repair list to the Patrolman and not to sign on unless the repair list is okayed in writing. One minute of silence observed for departed Brothers. It was decided to have the Ship's Delegate and the Engine Delegate report the condition of the ship to the Union officials in the Hall. Brother Busch was given a vote of confidence.

SEATRAN NEW YORK, Oct. 6—Chairman Antonio Schiavone; Recording Secretary Eugene Ray. Previous minutes read and accepted. Delegates' reports accepted. The meeting went into Good and Welfare, where the sougeeing and painting of the

unlicensed personnel's quarters was discussed. The Ship's Delegate stated that a repair list would be drawn up. The Steward asked the crew's cooperation in keeping the messroom in order and returning dirty linen in time for it to be sent to laundry. One minute of silence was observed for Brothers lost at sea.



STEEL ARCHITECT, Oct. 1—Presiding officers not given. Under Old Business it was pointed out that there were still three Oilers in one foc'sle and three Firemen in another. The Delegate pointed out that by moving the hospital topside, putting the Electricians in the present hospital and the Wipers in the Electrician's foc'sle, there would be three rooms available for the Oilers and Firemen on watch. The Delegates' reports were accepted. Motion under New

(Continued on Page 9)

On Performers

The membership has gone on record to prefer charges against all gashounds and performers as well as the men who willfully destroy or steal ships gear. The SIU has no place for men who ruin the good conditions the Union wins for them. Take action in shipboard meetings against men guilty of these things.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 8)

Business to forward donations to the American Seamen's Friend Society on the first draw. One minute of silence for lost Brothers.

LEGION VICTORY, Oct. 2— Chairman Fred Travis; Recording Secretary Galdikas Alphonus. The Delegates' reports were accepted. Raymond L. Plude was elected Ship's Delegate. Motion carried to protest the deposit of \$4 for new cots and \$2 for used cots required by the Captain. Under discussion it was pointed out that this was a company regulation. Motion carried to have Ship's Delegate ask the Captain to increase the cigarette ration. One minute of silence for lost Brothers.



STEEL RECORDER, Oct. 3— Chairman A. S. "Salty" See. The Ship's Delegate reported that he would turn in a repair list right after the meeting. The Deck Delegate asked men in the Department to let him know if their overtime, which has just been checked, is okay. The Engine Delegate reported the disputes in overtime settled. The Stewards Delegate reported there were seven disputes to be turned over to the Patrolman. The repair list was discussed under Good and Welfare. One minute's silence for departed Brothers.

NEW LONDON, Oct. 1— Chairman W. Lawton; Recording Secretary Robert Smith. The Delegates made their reports which were accepted. Under New Business a motion carried to amend the fine system for men missing watches. In the case of day workers, each half day's work will be deemed a watch. Motion made and carried that no one pay off until a Union official is aboard and clears the ship of beefs. Motion made that the Ship's Delegate notify the Hall upon arrival so that a Patrolman can be dispatched as soon as possible. Discussion under Good and Welfare included repairing the messhall door. One minute of silence for departed Brothers.

SWEETWATER, Oct. 10— Chairman P. Allgeier; Recording Secretary J. Wetzel. The Delegates reported all in order. Under New Business P. Allgeier was elected Ship's Delegate. Motion carried that each man do his part in making this a clean ship. Under Good and Welfare it was decided to have the Ship's Delegate see the Chief Engineer about improving the condition of the drinking water. One minute of silence for departed Brothers.



PETROLITE, Oct. 9— Chairman Duke Livingston; Recording Secretary Robert E. Bishop. Motion under Old Business by Brother Maher to withdraw the amendment to motion made at meeting of Sept 10. A communication received by Brother Magnum was read and posted. The Delegate's reports were accepted. Motion under New Business that



Brother Hager be delegated to exchange books upon arrival in Antwerp. Motion carried to ask Brother Livingston to take the ships' beefs to the Hall and mail back the answers, in case he pays off in Antwerp and gets back to the States ahead of the ship. Under Good and Welfare the preamble and Oath of Obligation were read by the Secretary. All Delegates were asked to turn in slips to ship's Delegate pertaining to questions which the crew would like to have clarified at the meetings. One minute of silence observed in memory of departed Brothers.

THOMAS CRESAP, Oct. 13— Chairman Edward Stankovich; Recording Secretary J. B. Causey. Delegates' reports accepted. Under Old Business the previous minutes were read and accepted. Motion under New Business to question Patrolman on change in Transportation ruling; that shipping rules of May 1st be enforced; that the Stewards Patrolman check stores before leaving New York; and that transfer of meat from a lay-up Victory ship be investigated. Under Good and Welfare, performers during stay of ship in Savannah were discussed. It was decided to refer matter to Patrolman. The Steward was asked to vary the menu. It was decided to assess each man \$1 for a washing machine and for indoor ball equipment. P. Hume was appointed Treasurer to handle this. One minute's silence for departed Brothers.



CAPE MOHICAN, Oct. 3— Chairman Tuczowski; Recording Secretary Robinson. Previous minutes read and posted. Deck Delegate Sirois reported clarification is needed on gangway watches and on breaking of sea watches on arrival in port. The Chief Mate will be asked again to have the laundry painted. The Engine Delegate reported seven hours disputed overtime and beefs with the First Assistant. He stated that a repair list was being made up. Motion under New Business to have the Deck Delegate ask the Bosun or Department head to issue the correct amount of soap and soap powder as per agreement. Motion carried to have the Delegates request the First Assistant to have the Wipers sougee the alleyway. A vote of thanks was given the crew of the SS Cape San Diego for donating a washing machine to the SS Cape Mohican. Under Good and Welfare it was asked that the Patrolman check the slopchest. One minute of silence for lost Brothers.

COLABEE, Oct. 2— Chairman M. Sams; Recording Secretary R. D. Niedermeyer. The Delegates reported on the standing of the members. R. Niedermeyer elected Ship's Delegate. Motion under New Business by R. Gates to have the Delegates see the First Assistant about checking the plumbing aft and getting the water system in order. One minute of silence for lost Brothers. Under Good and Welfare it was decided to set a third table in the messhall and to feed the crew before the longshoremen. The condition of milk, eggs and coffee was discussed. Meeting adjourned at 1:30 PM.

ALCOA PENNANT, Oct. 3— Chairman Red Sully; Recording Secretary Griffin. Delegates reported all in order. No New Business. Under Good and Welfare, those who paid for medical treatment in Georgetown, B. G. were told to hold their receipts for the Patrolman as such were collectable under the agreement. The condition of the slopchest would be called to attention of Patrolman. The Chief Engineer would be requested to have drinking water pump fixed in Montreal. It was asked that the showers be repaired. The crew was warned to replace cups and glasses in the pantry after using, and to wear proper clothing in the messroom. One minute's silence for departed Brothers.



EDWIN MARKHAM, Oct. 3— Chairman L. G. Walberg; Recording Secretary N. W. Kirk. The Delegates reported on the standing of the membership. There was no New Business. Under Education it was brought out that there was no Union literature aboard, but that the old members were doing a good job in educating the new men. Under Good and Welfare a beef in the Steward's department was settled in a good Union manner. The Steward was asked to improve the quality of the entrees. The Ship's Delegate was instructed to ask the Captain to put out the draw in US money without the Hawaiian cancellation on the back of it. One minute of silence for lost Brothers.



ANDREW JACKSON, Oct. 10— Chairman Charles Breaux; Recording Secretary Fred T. Miller. The Ship's Delegate reported that he would contact the Captain about vouchers and draws. The Stewards' Delegate reported 267 hours disputed overtime. Motion under New Business that no one pay off until all beefs were settled. Amended to read that no one pay off until itemized accounts of wages are given out. Carried. Motion that 1700 pounds of contaminated flour be disposed of as soon as ship gets into port. Amended that the flour be disposed of before the payoff so that the crew can be sure that the next gang will not be stuck with it. Motion that the crew's overtime sheets be checked with the company's sheets before the payoff. One minute of silence for departed Brothers.

SEAFARER SAM SAYS

BE A POLL-ITICIAN!

If you want a say about who will be the officials of the AEG District in 1949 —

If you have definite ideas of what the Union's program should be for the next year —

If you are interested in preserving union democracy —

THEN — head for the nearest Union Hall and ... **VOTE!**

CUT and RUN

By HANK

We haven't read the labor-hating newspapers and their distortions and we haven't taken any "wildcat" opinion poll of our big membership anchored in port. We took a fast landlubber's "sight" of the situation, then looked into our cracked crystal ball — and we see that the AFL longshoremen's strike will be over before this Friday. If not, it will take another week... Meanwhile the brothers have time on their hands to attend to important Union business — the voting for election of SIU officials and the pro and con discussion of the transportation rule.

One Seafarer, finished with his long "SS Petrolitis tankeritis" voyage, says the high cost of shore leave in Antwerp is as follows: Forty-three francs to the dollar. A decent meal costs about a dollar-and-a-half and a double shot of liquor staggers you for a buck... Big Dutchy Bolz came in from a trip aboard the Steel Vendor. He hit many ports, and of them all he said the worst were those of India. Next time we'll ask Dutchy to splice for us his reasons why. Could it be that "rupee baksheesh" went up by the waterfront "pilots?"

Oldtimer Edward Cocking writes from Detroit, saying how much he's pleased that the SIU membership has made so many gains. They sure have: wages, contracts and conditions, plus a militant spirit in helping other unions in their beefs... On November 10 the Norton Company published, for \$6.00, The Maritime History of Maine by William Rowe... From Maracaibo, Venezuela, Brother E. Edginton, the oldtimer and electrician, sends his Christmas Card greetings to all the boys. Wonder how the land-lubbing Venezuelan life is treating him?

These brothers will be mailed the weekly LOG to their homes free of cost: John Roberts of Florida, Fred Harrison of Florida, C. J. Nall of Alabama, Danny Sheehan of Massachusetts, James Ervin of Michigan, William Craven of New York... And here are some of the oldtimers who may be still anchored in town: D. Heron, J. Rowan, P. Fernandez, S. Avent, A. McDonale, A. Sprung, W. Thornton, S. Foss, Louis Franken, A. Remijn, A. Reyes, S. Lesley, E. Rydon, A. Maselek, H. Tilden, P. Soto, P. Duffy, A. Prime, M. Caten, C. Tinker.

We would like to be informed by the membership when they hit foreign ports in the future whether the following seamen's clubs are receiving weekly bundles of LOGS — the club in Abadan, Iran; the club in Ras Tanura, Saudi Arabia; and the "AT Ease" Army Club in Bremen, Germany. Furthermore, we request another important item. We want to hear from the crews of the following Alcoa ships — Ranger, Capstan Knot, Snakehead, Hawser Eye, Pegasus and the Mooring Hitch. Are you picking up the weekly-mailed bundles of LOGS addressed to your ships in care of the Alcoa office in Port of Spain, Trinidad? Stretch your sea-legs far enough as the company office to bring these bundles of LOGS back to your ships. Let's hear from you fellas on these Alcoa ships hitting Trinidad.

THE MEMBERSHIP SPEAKS



Brother Digs Up Interesting Data On Commentator Against Idle Pay

To the Editor:

One night a couple of weeks ago I happened to be listening to my radio when Fulton Lewis, Jr., a so-called commentator, came on the air. I only listened with half an ear until he began talking about unemployment insurance. His comments on that subject made me sit up and listen.

His spiel went something like this:

Unemployment insurance is all right, but it is being administered incorrectly. The whole set-up should be changed. Instead of allowing men to remain idle and collect their \$20-plus a week until a job in their classification comes up, men should be forced to take any jobs that come along.

Going on, his remarks can be summarized as thus: A man may be unable to get work in his trade because of a slack season so he bleeds the government until work picks up. Instead, he should be made to take a job in a field where workers are in demand. If he refuses he should be ruled ineligible for compensation.

That was quite a mouthful he got off his chest. In other words, if I, Joe Blow, can't get a job as an AB because of slow shipping I should be made to go to work in a factory or a store, otherwise I forfeit any money I have coming.

The way it looks to me, Lewis can't be very strongly for unemployment insurance, because if it were administered the way he chooses, no one would receive anything. There's always some sort of a job open somewhere, usually one nobody else wants because of the rough working conditions and poor pay. Lewis doesn't mind this. He's all set in his job. In fact, he was in the magazines recently as a "Man of Distinction."

NEWSLESS "NEWS"

Well, Mr. Lewis wound up his "news" summary with a thinly disguised plug for the Republican candidate (this was before the election). Then we were honored with a few words from his sponsor.

Guess who his sponsor was? Nope, not a rough-riding steamship company, but something worse: Harris, Upham & Company, 14 Wall Street, investment brokers. Later on, by poking around, I found some very interesting things about this firm. But before relating these facts, a word from his other sponsors.

Lewis, inasmuch as he is beamed out over the Mutual network, is sponsored cooperatively. That is, throughout the country wherever there are Mutual outlets a local sponsor takes over.

A check with the broadcasting company turned up the interesting facts that he is sponsored by banks, big industries and firms all interested in contributing little to the support of unemployed workers. After all, in some states if the number of unemployed is held to a low num-

ber these outfits get kickbacks from the state. This happened in New York state recently.

COMPANY'S RECORD

And now—back to Harris, Upham & Company. When I asked one of the members of the United Financial Employees about the outfit he took me aside and told me an interesting tale.

It seems that the UFE tried to organize the workers in this firm in 1946. After the ground-work had been laid the State Labor board ordered an election among the employees. When the election was announced it looked like the union would have smooth sailing but they didn't count on what took place.

The outfit started a smear campaign against the union. The girl employees were told they would lose their rest periods if the union won. Big parties were thrown and thousands of dollars spent to entertain the workers—all designed to show them that it was just "one big happy family" and no nasty union was needed.

Every day free chicken sandwiches were supplied to the office force. Money and gifts were



lavished upon those who were thought to be wavering in their allegiance. Out-of-state employees, loyal ones of course, were called in to the Wall Street office so as to be on hand when the election came.

Employees as far away as Florida were called in—plane fare paid by the company. Supervisory employees were reduced in classification so as to be eligible to vote, after which they would return to their former positions.

On and on went the campaign. The head of the firm had personal talks with everyone. Copious tears were shed over the fate of the poor staff should the UFE enter the picture. Then the day of the election rolled around.

Employees known to be against the union were sent to the voting place in taxis and private cars, every luxury was heaped upon

Thanks Brothers For Support In Baltimore

To the Editor:

After working several months down in the SIU Baltimore hall, I wish to thank all the many brothers and union officials who treated me swell, gave out with plenty cooperation and made the job easier for the good of all concerned.

P. J. McCann

them. Nothing was too good for the poor misguided employee.

Well, the Union lost the election of course. A footnote might be added that the chicken sandwiches suddenly stopped, the gifts disappeared and the "happy family" routine went into the same closet as the crying towels. The wine 'em and dine 'em routine had worked.

Why am I telling all this? Well, I just thought you'd like to know just in case you too happen to tune in Mr. Fulton Lewis, Jr., some night. If you want a strong dose of anti-unionism just leave the dial where it is.

Charles J. Dougherty

FRIENDLY ENEMIES IN THE GALLEY



George Reoch, who sent the picture to the LOG, says Uncle Otto Pruessler (left), 3rd Cook, and Harold Machon, Chief Cook, turned out chow pleasing to the crew of the Southport. In their off moments, however, they capered—as the picture shows.

Says Organizers Must Set Example

To the Editor:

There seems to be a mistaken idea among some of our volunteer organizers when they go aboard a ship that they can get away with murder. Just the fact that they are not under Union contracts and regulations is no excuse for gassing up, performing, and generally fouling up!

When we go on these scows the idea is to organize by setting a good example, not only to the crew but to the officers as well. If we can show them how a good Union man conducts himself on a Union ship, it will go a long way toward making good shipmates out of them and gaining their cooperation in organizing the ship.

This applies not only to the work done, but to the way we conduct ourselves in the mess-hall, foc'sle and even ashore. Do not get the idea that we can act

Seafarer Pleased With CZ Decides To Join Local Cops

To the Editor:

I would like to get in a few words on how things are going down here in Panama. I came off the SS Trinity—a T-2 tanker—with chronic appendicitis, and have been here since October 27. It looks like I will be here another ten days, but I'm not complaining!

Let me pass the word to all that anyone hitting Cristobal in need of medical attention should head for the Colon Hospital. This is the best I've seen yet. The doctors and nurses are as good as they come. There are plenty of good looking nurses and the chow is swell. I guess I'm getting as good treatment

here as I would in my own home.

I'd like to get some information, if you would be good enough to forward it to me: I know that I am entitled to transportation back to New York at the company's expense. But I have prospects of grabbing onto a very good job down here. If this job should materialize, would I still be entitled to collect transportation from the company agent here? The job is with the Canal Zone police, and I would like to take it.

PAY CONTINUE?

Would you also let me know when my pay ends? Do my wages continue until I get back, or do they stop when the ship hits New York?

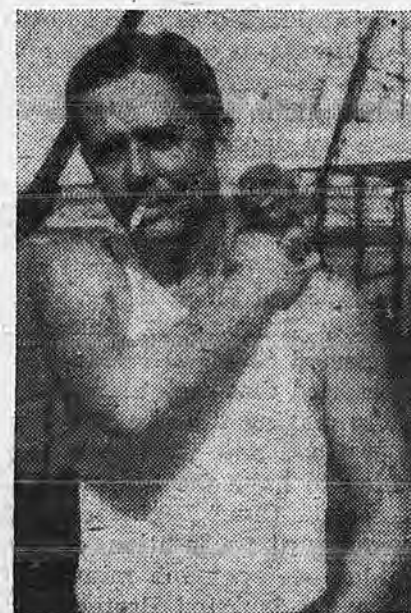
Even if I do take the job, I will continue paying all dues and assessments in order to keep in good standing. I would appreciate it very much if you would send this information by return mail, as I will be out of the Hospital by the time the information would get here in the LOG.

I'll sign off for now. Keep those LOGS coming. We get them from the USS. Even an NMU man here prefers it to the PILOT!

Albert J. Jannello

(Ed. Note: You are entitled to your transportation at company expense, but you cannot demand cash in lieu of transportation should you refuse the latter. Your wages continue until the ship returns to the States, after which time you will go on to "maintenance and cure" if you are still unable to work.)

Baker's Pal



"Baker, Jr.," a baby chimpanzee, is given an airing by the Robin Hood's Night Cook-Baker. Seafarer is identified only as Frank.

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

Vets Hospital In Biloxi To Get LOG

To the Editor:

I was in the US Veterans Hospital in Biloxi, Mississippi for over a month and met quite a few seamen there. The librarian of the hospital asked me to have the Union send a few LOGs for the seamen to read.

James R. Porter

(Ed. Note: The LOG will soon be available in the hospital library.)

SEAFARERS ASHORE FROM THE WILLIAM H. ALLEN



Standing before the Victoria Memorial in Calcutta, India, four Seafarers from the William H. Allen, Isthmian, pose for a native photographer. Left to right—Joe Basch, Gooney Bird, Jerry Lonski and Russ Coleman. Jerry Lonski wrote the account of the Allen's travels in last week's LOG.

Lawyer's 'Clarified' Union Contract Fouls Gangway Watch On Zane Grey

To the Editor:

I want to thank you for the welcome LOGs that were mailed to me. I passed them along to the boys. Now we have just heard that the new Isthmian Contract has been signed, and we would like very much to have you send us a copy of it. We will pay postage.

I will give you the highlights of events on board the good ship Zane Grey. In the first place this ship is only about five years old but looks to be twenty-five. She has been making long trips ever since she was built, according to Chips who has been on her all along.

When this crew came on board she was rusted from one end to the other. The gear was not in the shape it should be, either. The blocks were all frozen, the dogs on the water-tight doors could only be moved with a sledge. It took us twice as long as it should to overhaul the jumbo-gear, when we had to use it in Jeddah.

I asked Chips, how come, and he said that he was kept busy doing other things for the Old Man. This is his first American ship, and I guess he doesn't know the score yet. Now the Old Man wants to take it out on this crew by trying to get everything done in one trip.

The Skipper just doesn't like a Union man, which is not surprising on an Isthmian ship. He wants to be different. He ordered the clocks to be changed on the 12-4. That will make it pretty tough when we start back.

LONG STRUGGLE

We arrived in Jeddah on September 13, and asked the Mate about a gangway watch. He said they would get a watchman from shore. But he put on a watch the first night since it was late in the evening when we arrived. The Master went ashore to see the Agent the next day.

The Mate was asked about the gangway watch, but he said, no, there would be someone out from shore. We were anchored about two miles off shore. On September 14 they sent out two local

representatives of the Sultan's harbor patrol. I asked the stevedore boss, who could speak English, if these men were company watchmen.

He said, No, they were from the police and had nothing to do with the company. Again the Mate was asked about the gangway watch, or an anchor watch. He said, no, and showed us a copy of the contract, which their company lawyer had "clarified," making it different from our copy which we got out of the LOG. Sure enough, there it was. It stated that it was optional whether the Master has a gangway watch or not.

Of course, it would have taken three men away from their chipping hammers, and it would have cost the company 48 hours overtime on the weekends. It is easy to understand why his "Lordship" did not want a sailor on watch.

TEH! TEH!

We have a very good Chief Mate on board. He is an old-timer who came up through the hawse-pipe; but it is the Skipper who runs the deck. The Mate hadn't a chance if he wants to hold his job. So the Second and Third Mates had to tend the gangway lights and flags and call the crew in the mornings. Of course they split 15 hours overtime between them, so they didn't mind doing it.

One evening, having nothing better to do, I thought I would go back and shoot the bull with the Bosun. On my way past the saloon I saw the Mate on watch playing poker — on company overtime!

I would not have thought so much about it if this character had not been throwing his weight around all trip, telling the men on watch what he would do if he ever caught a man away from the gangway—that is if there had been a gangway watch! When he came out of the game I told him I was amazed to see him, an officer, playing cards on the company's overtime.

This was 'Handcuff,' the Second Mate. He got his name in Tampa when a couple of the boys were gathered in the Bosun's

room having a few drinks and shooting the breeze. They must have gotten a little too noisy to suit 'Handcuff,' for he rushed down with handcuffs to put on the Bosun.

UPSIDE DOWN

But when he opened the door and saw that he couldn't scare anybody, he beat a hasty retreat. He then told the OS on gangway watch (they hadn't wanted to have a gangway watch here either, but the Agent straightened that out) to go ashore and get a cop. The OS told him his duty was to stand by the gangway and he intended to stay there. At this the Second Mate gave up; but from that time on he was called "Handcuff" by the crew.

We left Jeddah September 20, and arrived in Bombay September 30. While lying at anchor one morning waiting for dock space, I was standing amidships when I heard "Handcuff" telling the native watchman what to do—how to raise the flags and so forth. I don't know whether the native understood him, but he proceeded to carry out the orders.

A little while later the blinker on a nearby ship asked what the trouble was. Why did we have our flag upside down. I looked aft and sure enough, Old Glory was upside down. "Handcuff" lost no time getting aft to correct the watchman's mistake. After that the Mate took care of the flags himself when he thought about it—though most of the time they were up all night. There's more, but why go on.

(Name Withheld)

It's your union...



Official Of Teachers Union Urges Educational Films Of Maritime Labor Unions

The following letters from Selma Barchardt, vice president of the American Federation of Teachers, in addition to giving the LOG a pat on the back, tells of the difficulty teachers face in presenting to their pupils the labor side of maritime in educational films.

Dear Sir and Brother:

I have enjoyed receiving your paper very much. I think it represents a fine, effective type of labor journalism. In fact, its style is so pungent that I have passed on copies of it to teachers of classes in journalism, to use in their classes.

I have read with great interest of the many fights in which your people engage in behalf of other unions. I thought it may interest you all to know that some of us are now conducting a fight for the recognition of your men. To be sure, we conduct our fight in a slightly different manner than you do, but I should be very happy if we could have even a fraction of as good results as you all have.

For your information, I enclose herewith a copy of a letter which I sent some time ago to a firm producing educational films. This letter has never been answered; in fact, it has never been even acknowledged. It occurred to me that you would be interested in "the unanswered letter," and to know that I am asking our locals in a number of cities to follow through and write also to the producers of this film, asking that if they say they are producing a film which deals with the men who sail the ships, that they should make contacts with the men who sail the ships and with their leaders, and give that part of sea life and harbor life a proper place before school children.

Fraternally yours,

Selma M. Barchardt

Vice President and Washington Representative
American Federation of Teachers

Frith Films

840 Seward Street
Hollywood 38, California

Gentlemen:

I have received your announcement of the three new harbor films. It is good to know that you are using the harbor as a study unit for social studies classes. I am particularly interested in your relating the many governmental activities incident to a port of entry to a story of the harbor. I like this approach immensely.

I wonder if, in your treatment of the social and economic activities related to a harbor, you have had the opportunity to get really to know the men who sail our ships? Their unrelenting fight, through the years, for human liberty, their determination to secure recognition of the dignity and worth of the individual man, their uncompromising support of great far-reaching moral principles, are to me one of the most magnificent aspects of harbor life. It was back in my high school days when I read Ernest Poole's "The Harbor" that I first became aware of the gripping social challenge to be found in the problems of any harbor; the human problems, I mean. When, a few years after that, I first heard Andrew Fureseth speak, this challenge took on another meaning. I was eager to have the privilege of feeling myself associated, spiritually at least, in the fight this noble character was making for his fellow men.

Did you ever meet Andrew Fureseth? How inspiring would be a dramatization of the story of his life! I am much the richer because I knew him....

Do tell me, do your pictures of the harbor, for our school children, tell them of men like these two who have fought for and won freedom for the men who sail the seas?

Very truly yours,

SMB:SH

Selma M. Barchardt

Call Galley Work 'Sheer Artistry'

To the Editor:

We have just completed a four-months Far East trip to Egypt, the Persian Gulf and India on Isthmian's Steel Vendor. Three enlightening ship's meetings were held, in addition to a number of Departmental meetings.

The usual Isthmian beefs came up—poor overtime and bad top-side administration. But there were no beefs on the chow! Though the stores were far from the best, the Cooks turned out a fine bill-of-fare.

A vote of thanks was given to the Steward, Vincent G. Orenco, and to the Second Cook and Baker, Ray Vandersalle, for their efforts in doing all possible to make a hot and dismal trip a lot

more bearable. The Steward not only performed his duties, but went out of his way to do extra things for us, such as getting ice cream before leaving Calcutta for home.

As for the Second Cook and Baker, if MA is a degree given to one who has mastered the arts, then MB (master of baking) should be Ray Vandersalle's title. One of the best Bakers afloat, he knows his art from A to Z. Both he and the Steward showed every consideration for their fellow Brothers in the best SIU fashion.

Special recognition is also due to Frank Osetek for his splendid service as crew messman.

The Crew

of SS Steel Vendor

Defends Conduct Of U.S. Seamen Against Criticism Of Shoresiders

To the Editor:

Every day, since I first learned to tell the bow from the stern, I have heard what a bunch of lazy-good-for-nothings sailors are; and it has finally, after many years, brought me to the conclusion that I would like to clarify what a seaman is to the millions who dislike us.

To begin with, we are actually human beings, some big, some small, some short and some tall; but we are of the same backgrounds as anyone else.

Secondly, we are not all a bunch of hurly-burly ignoramuses, as some people like to think. I believe that most of the men who sail today are intelligent to the point where they can make fools of the average person on the beach on many subjects of conversation. Lots of seamen are college graduates, and I would say that the majority have finished high school.

But it is not schooling alone that makes judgment. It is contact with different people, and the ways and means of life that builds character and broadens the mind. Most seamen today can speak from two to ten languages. That is something that few ashore, except the foreign born or the specially trained, can do.

Thirdly, those people who criticize us forget that if it were not for seafaring men there could never have been a United States, nor can there be a po-

tentially United World. Seamen are emissaries to all countries they visit.

UNITE NATIONS

They bring the language and customs of their own people—and thus bring their homeland—closer to people who have never left their own country. Of course millions will say that seamen are a damn poor example of their country. But I will say that on the whole, they are far better examples than the GI's of the last war.

This is not a slanderous remark about the GI either, for I was in the Navy myself, and heard the stories told by many GIs themselves, as well as the stories told by people who had contact with them.

The average moron will say that war is different and that excesses are excusable then. But will that erase the dislike of the American GI and the American people that I have encountered in the French, whom we were supposed to have saved, and in the Italians, whom we conquered?

Today I belong to one of the finest and most well-meaning organizations in the world for seamen. The majority of those in the organization are upright men who have the same heartaches, weaknesses, and qualities of other people.

So I say, "long live the best builders of unity in the world—the seamen."

Phil "Blackie" Wagner

Barbers Ask SIU Support In RI

(The following letter from Local 224 of the Barbers' Union, Providence, Rhode Island, asks the support of organized labor in the drive to organize the local barber shops. Although the number of Seafarers patronizing Providence barber shops would be small, all avenues of support are being solicited by the union.)

Greetings:

I was instructed by the Barber's Union Local 224, Providence, R. I., to write the members of organized labor to solicit your cooperation in our attempt to organize all the barber shops in our city.

In our endeavor to organize the barbers, we are striving to improve our conditions and serve the public better. We know that with the cooperation of your officers and members we can ac-

complish our objective and bring about 100 percent organization.

All Union barber shops display the Barbers' Union Shop Card, which like all other union labels, union shop cards and buttons, represents competent workmanship and sanitary conditions. It will not tolerate child labor exploitation.

We ask that when you patronize a barber shop, please look for the Union Shop Card. If the Union Shop Card is not on display, please walk out and give your patronage to someone else who displays the Union Shop Card.

We are sure that if this kind of cooperation is extended to us there will be a thorough organization of the barbers in our city in a very short period of time.

Sincerely and fraternally yours,
Albert Iannuccillo
Secretary-Treasurer

ATTENTION!

The slop chest is your corner store while you are at sea. You can't take your trade someplace else if the slop chest doesn't have what you need.



Sinking Of The SS Finnborg

By GEORGE REOCH

The SS Southport's eager bow
Cleft the English sea.

Le Havre and La Belle France lay
A scant mile to her lee;

Her marks showed that light she rode,
For homeward bound was she.

Salt spray kissed the forepeak rail,
Cold as a spinster maid.

Fresh winds sang to the long, strong booms,
Fast in their cradle laid;

High pressure turbines purred and whined,
Exhaust steam hissed free,

Plock, plock, plock murmured the prop,
As it beat the lazy sea.

King Neptune threw a blanket gray
Across the channel wide,

It curled and wrapped the Southport's bulk,
A surging vapor tide.

The world we knew was lost to view;
In cotton wool we'd hide.

Long, deep and loud our foghorn blew,
Her echo answered back;

With ne'er a sound of other ships
Around our lonesome track.

The lowering sun showed day was done,
And gray was edging black.

Then quick to port the silence broke,
A whistle sounded clear;

Three desperate blasts the Southport blew,
Shrill warning to the rear;

The strange ship's call told one and all,
That she was gravely near.

T'was then we saw her sharp black bow
Break through the wall of white;
Her course to port she held and then,
Swerved sharply to our right.
She was quite low with full cargo,
While we were high and light.

She cleared our forepeak by scant yards,
Then hard to port she made;
Our lookout cursed a salty oath,
For he was sore afraid
Each second past would be his last,
Yet on the forepeak stayed.

Just aft of midships her we met,
Our sharp bow cut in deep;
She drifted off amid the haze
To find her long last sleep.
Our horn sounds shrill, then all is still,
As through the fog we creep.

Says Log Aids SIU Work In Canada

To the Editor:

We have been receiving the SEAFARERS LOG every week, and wish to express our appreciation for a fine Union paper.

Things have been in turmoil here all summer; but since the CLSU-SIU merger, they have been straightening out little by little, and by the end of navigation December we hope to have all our ships 100 percent Union.

Your paper is doing a fine job in helping to bring that about.

It gives the fellows a good look into the Union and what it can do for them. The Canadian Great Lakes sailors welcome the SIU, as the achievements of this organization are a record to be proud of. We hope for similar conditions in the not too distant future.

As you see, we have moved to a new location as this makes things a little easier for us. Best regards to all.

F. Fiorito
Port Arthur, Ont.



THE DECK GANG OF THE WILLIAM JAMES



Aiming a camera at a gang of Seafarers is always good reason for knocking off work for a minute or two. Here some of the crew of the William James face the camera and smile purty-like. Left to right—J. Cogger, Savan, Eddy, Kid Belt and Bill—as they were identified by Brother Cogger who submitted the picture to the LOG.

Convulsions Of LaSalle Leave Red Pale And Wan

To the Editor:

Again I write on behalf of the Waterman Steamship Company, and believe me, I would like to be half of the Waterman Steamship Company. This past trip took us to Germany.

Coming back light, as usual, the good old North Atlantic reared its ugly head. These ships roll so much the company would profit by putting "cabodex" half-way up the bulkheads. One day our stern got thrown out of the water so far the screw didn't get wet for three hours. When it finally came down the bow was so high the Mates were shooting the Sun through the hawse-pipes. I asked one of the passengers who was having a rough time of it if she had a weak stomach. She said, "Weak, Hell! I'm throwing farther than anybody."

Far be it from me to say Waterman ships are hungry. It's a sort of a "forced diet." The oranges we had must've been grown in Alaska. You get more juice out of a shackle. Only my blood has a lousier color. (Local Board 10 please note.) Even on short trips Waterman runs out of things. Last week the crew pooled its soap ration to give the canary a bath. This company haunts me. One night I dreamed the stockholders were beating me over the head with lead over-time sheets.

TOTE THAT BALE

You may have read in the papers about wild life disappearing. Definitely false—it's on the Waterman ships. There's a rumor the company's training the rats to stack dunnage—they're big enough.

But this tops them all. One of the elevator boys in the new Waterman Building in Mobile got sick and had a temperature of 110 degrees. The board of directors put him in the cellar to heat the building. I heard one of the company big-wigs sprained his ankle squeezing a tube of toothpaste. On the way to the office he makes all the employees go through a bank to fill their pens.

This ship was taken back from the Navy several years ago, and already it has every modern convenience they had on the



RED CAMPBELL

Mayflower. That's why I'm leaving the La Salle for the peace and quiet of South Street, where a guy only sleeps in the gutter because it keeps him off the streets.

Red Campbell

WILMINGTON HALL ANSWER TO WISHES OF COAST BROTHER

To the Editor:

I thought perhaps you might be interested in clippings from the Los Angeles Herald and Express evening editions of November 4, especially the one captioned "Boo Bridges"—which I am enclosing.

I will be glad when the SIU hall opens in Wilmington, as I have made my home here in California, and it's a long ways from the Gulf Coast to San Francisco without an SIU Hall. Holding a permit it is especially tough.

E. G. Brookshire

(Ed. Note: The A&G District Wilmington Hall is now open and operating. The address is 227½ Avalon Boulevard. The clippings Brother Brookshire refers to tell of Harry Bridges being booed when, at a longshoremen's meeting, he attempted to explain Henry Wallace's poor showing in the recent election.)

Roundup Of Membership Comments Pro And Con Transportation Rule

Following are excerpts of letters from the membership giving their views on the Union transportation rule. The rule calls for men to take transportation money and pile off when a ship pays off at a port other than the one in which the crew signed on. To save space and avoid repetition, the salient points stressed in the letters have been culled and are printed here.

Opposed

To the Editor:

...It seems to me that this rule applies most often to Alcoa ships. I am in favor of letting a man stay on the ship for ninety days, and then if the ship pays off with transportation involved, let him take his money and re-register.

We have too many members with families to support who cannot afford to get off a ship with a five or six weeks payoff and wait on the beach a month or so for another job. So far as I can see in the meetings down here, the only members who are in favor of the present rule are those who cannot make more than one trip because of their bad behavior. The decent seamen, who have obligations, are against it.

If the ruling was made with the idea of promoting jobs, then it should have established a system of staggering jobs on all ships whereby none be allowed more than one trip. Thus no one would have to remain very long on the beach. I think that would do the trick...

J. S. Arzamendi

We, the undersigned bookmembers and trip card men of the SS William Carruth, wish to go on record as opposed to the transportation ruling...

This rule voids the vacation clause and will prevent a family man who must work steadily from following the sea. It is decidedly unfair to force a man off a ship (for which he may have waited two months) after a six week voyage. He would then have to face the possibility of another two months on the beach.

Signed by seventeen bookmen
and nine permitmen

If, at the end of a trip—whether it be two weeks or two months—the Mate fires me without good cause, my Union Officials soon straighten that Mate out and I have my job back. That's job security.

Nowadays if I make a week's run up from the Gulf to New York and have my job taken away from me by this transportation ruling, that's job security too—or so the advocates of the ruling would have me believe... R. H. Guiberson

The new transportation rule seems especially hard on those men with short payoffs on the ERP grain run. The trips are short, the turnaround is fast, and the grain is blown in and sucked out without using the winches. That means a short payoff for all black gang men, though the fellows on deck do well enough...

All of us on the William D. Davis with the exception of the Deck Engineer, had to stay on for lack of sufficient money to hit the beach. Nine of the Deck gang were rich enough to pile off.

On September 22 I was put off the James Caldwell in New York because of the new ruling. In this case we not only hit the beach short of dough, but one of the best crews I have ever known was broken up.

Bill Gray and
A. D. Filippie
Leonard Paradeau
Steven Frankiewicz

...Here is what the rule has done to me—a bookmember of this Union:

I came in recently on the South Atlantic ship, James Swan. Being a bookman, I figured that of course I could stay on the ship; so I hadn't cared about the size of my payoff. But when we hit Norfolk, Va., on November 12, I was forced to payoff. So I had a \$36 payoff, plus a \$20.69 transportation deal—for a total of about \$56. When a man has to get off a ship in that condition, I don't think there is much use in working for a full book.

Frank Hall

...I've been wanting to come back to sea; but it doesn't look so good. There are three fellows here that went so far in the hole from the effects of the transportation clause that they are retiring their books and working ashore.

I think the clause is fair, but that it should be limited to over sixty days. Men with families can't afford to work a month and wait for a job for another month...

Paul Fernandez

In Favor

To the Editor:

It's a cinch the transportation ruling is helping the general shipping picture in the Branches. Blackie Gardner's Report in the October 22 LOG pointed out the direct benefits felt in Philadelphia; and the speeding up of job-turnover in other Ports generally stems from the occasional full crews called for on these transportation payoffs. These are healthy signs. They indicate that the ruling is operating for the general welfare of the membership... Anthony Oliva

Guido Merola
Milton J. Karlovac

...By refusing your transportation money, you admit for the record that you don't really need this clause in the contract. Let the record get packed with these refusals and we will end up without a transportation clause. That'll save the operators thousands of dollars—at the expense of the membership. Whose side are we on anyway?

Charles Moscarella

Through a long record of Union action, the contracts have been built up to provide many penalties and bonuses for the membership. But this is the first time we've heard anybody in the Seafarers advocating the paying of a bonus to the operators. Yet a crew that turns down transportation money is presenting the company with a fat little bonus to hold his job. That's not the Union way. Keep your bonus money and give your job to a Union Brother on the beach—He probably needs it worse than you do...

John R. Butler
Frank Bloom
Nick Pappas
Patrick L. Macklin

Most SIU ships are on regular runs now, so a man can ship steadily without getting off if he wants to. Everybody knows what these runs are, and they can easily find out what ships are on them. So anybody who for personal reasons wants to ship year in and year out can wait an extra week or so and grab one of them. It's little hardship and certainly not too much to ask in the name of Unionism for the rest of the Brothers to protect their contract by taking their transportation money and piling off. Especially when you consider that by doing so they are helping the shipping picture in all Ports...

Charles Hoenemann

A lot of guys seem to be confusing the meaning of the words "job security." They give it the meaning the employers have been giving it to hold wages and conditions down for years. The underpaid clerk or share-cropper has been slaving for years without Union conditions or wages, because some skin-flint employer offered him job security—slave security, that is. Our job security is Union security and the security of our contracts. Tossing over \$30, \$40, or \$50 in transportation money every now or then may be job security to some, but it's damned poor Unionism to me.

William R. Serpe

...I won't say that a man who rides a ship trip after trip is necessarily a poor Union man, but I will say he is more apt to be than a man who changes ships frequently, attends many shoreside meetings, keeps in touch with the membership, and participates in some of the Union action. It takes a mighty militant guy to buck the same Mate and the same Skipper and the same ship's problems trip after trip without softening up a bit. Especially if the Mate is a pretty good guy. There's a tendency to let down a little and not fight so hard for Union conditions... This Transportation ruling protects the Union contract—but aside from that, it is not a bad thing for the Union or for the Brothers to keep the jobs turning over.

Anthony Foressie
Paul A. Calabrese

Writing in regard to the transportation clause, I for one would just as soon leave it as it is. From my point of view it creates more jobs—and it gives the fellow on the beach a chance.

Carroll L. Brown

Meet The Ballad-Singing Seafarer

By HOMER (Red) SPURLOCK

SAN JUAN—The first time I laid eyes on Aubrey "Tennessee" Thurmon, he was flaked out on a chair in the Texas Bar, his guitar thundering away, and he was singing a little ditty about a certain Frankie and a certain Johnnie, whose love affair ended on the rocks with all hands going down in a gurgle of passionate violence.

"And who might that stranger be?" I inquired in a whisper of one of the Brothers.

"Oh, that's a guy by the name of 'Tennessee,'" he answered impatiently, and then glared me down. "Say, shut up, will ya. This boy's good, and I want to listen to 'im. He just piled off a Bull Line scow a couple of days ago."

The boy who had just piled off a Bull Line scow had finished his song in the meantime, and was beginning another, whose first words were rather terrifying to contemplate:

"The bilge pumps were pumping out blood,
And the condenser was full of cold beer . . ."

It was so quiet in San Juan's favorite relaxing parlor that you could have heard a sailmaker's needle drop. Only the strong smoke-cured voice of Tennessee giving out on the ballad that had plenty of blood, sweat, and tears for its theme.

Later on, when I had a chance to talk with Aubrey Thurman, I learned a few facts about this newest comer to the San Juan beach which might prove interesting to the general membership.

I learned, for one thing, that he has carried a book in the SIU since 1943, that he sailed all ratings in the Engine Department, and that he preferred the South African run over all others—that is, until his maiden voyage to Puerto Rico!

"You know," he mused: "I love it down here already. Why in Capetown, for instance, the girls say to you: 'I love you, sailor, pay my rent.' But down here, it's: 'I love you, poppy, buy me beer.'"

Mobile Incinerator May Be Solution To Harbor Pollution

NEW ORLEANS—The growing national problem of river and stream pollution may soon be solved, if blue-print plans of a water-borne incinerator prove workable.

For a long time sanitation experts in this city and elsewhere throughout the nation have been stumped by the present method of disposing of ship's garbage in port.

Although the procedure was not fully outlined, it appears that ships would transfer their garbage to a barge, which would then immediately proceed to burn it in the incinerator and dispose of the ashes.

In some ports ships dump their refuse when they are 30 miles at sea, but in New Orleans this would be impractical because of the long trip down the river to the Gulf. As a result, the practice is to dump garbage on leased ground or in the nearby river.

He strummed a chord. "Think of the saving right there! Yes-siree, this is a mighty fine little old port. But I might as well be singin' as talkin', I guess."

And then he was off, again, singing a ballad he had written himself called "The Lonesome Homesick Blues." This one he composed during the war and if you read the words below, you'll understand why he was so homesick and blue.

I want to go home, but it ain't no use,
The WSA won't turn me loose.
I got those Lonesome Homesick Blues.

Foolin' round in Trinidad,
Done spent all the money I had.

I got those Lonesome Homesick Blues.

I go ashore, get on a drunk,
Go back to the ship an' lay in my bunk.

I see the Chief with a mop an' broom,

Then I take off for the boiler room.

I went home but I couldn't stay,

My draftboard put me in 1A.

Got a cute little blonde down in Capetown,

Gonna catch me a ship that's Africa bound.

Then I'll get rid of those Lonesome Homesick Blues.

Brother Thurman comes from a ballad singing part of the country, Nashville, Tennessee, and he started singing and playing there when he was all of twelve years old. His mammy taught him, he told me.

The first job he ever had was in a traveling medicine show touring the South. When he was seventeen, he got a break and was given a place on the Grand Old Opry program in Nashville. That's just about the largest hill-billy show in the world, Brothers, in case you don't know!

RATES WITH BEST

Tennessee is just like all the other first rate ballad singers I've heard, like Burl Ives, Josh White, Leadbelly, and Woody Guthrie, in that he fools around until he hears a song he likes and, if it rings true, he listens to it carefully a couple of times, and then he has it for the rest of his life indelibly etched on his brainpan. Once he memorizes a song, he never forgets it. He figures roughly that he has a thousand tunes in his head!

It's a real pleasure to sit around and listen to Brother Thurman perform. When he sings he gets that far away look in his eyes of the true balladeer and pretty soon, as the melody progresses, images spring up to the right and left, sixty a minute.

In your mind's eye you can see a rusty old freighter cleaving the yeasty water way out in the middle of a big lonesome ocean; you can hear the last lonely note of a train's whistle, as she rolls down the long cinder track into Memphis; or the hobo walking down the track at sunset, tired and hungry and dirty and dreaming of a drink of cool clean water.

Imagery is the very heart of a ballad—the thing that brings a lump to the throat and makes you wonder suddenly why you were ever born anyhow.

A good ballad singer can do that to his listeners everytime.



Aubrey "Tennessee" Thurmon, the singing Seafarer, as he appears to Brother Homer Spurlock.

And Aubrey Tennessee Thurman is a good ballad singer.

So I'm going to close this little graphic bouquet to a good union brother and friend by presenting another sample of his work written by him, a ballad he calls:

THE SEAMAN'S LAMENT

Come an' gather all around me,
An' listen to my tale of woe;

I got some good advice to give you,

A lot of things you ought to know.

Take a tip from one who's traveled,

An' never start to ramblin' round;

Once you get the ramblin' fever,

You never want to settle down.

I've traveled all around the country,

I guess I've been most everywhere.

Sailed for every steamship company,

An' never paid a nickle fare.

I've been from Maine to California,

From the Cape to old Cairo;

I've never tried to save any money,

So now I got no place to go.

I met a little gal in Capetown,

I asked her if she'd be my wife;

I told her I was tired of sailin',
An' swore I'd settle down for life.

Just then I heard the whistle blowin',

Comin' through the fog an' rain.

I left that gal a standin' there,
An' I've never seen that gal again.

Oh, listen to a seaman's story,
An' don't forget the things I say;

My pocketbook is empty,
So I'm shippin' out today.

But if you want to do me a favor,

When I lay me down an' die;

Just dig my grave on a sandy beach,

So I can hear those waves roll by.

SECOND FRONT

By I. H. PEPPER

No use trying to sleep. Too hot. It's late to be going for a walk, but that's better than lying here in bed, tossing—thinking. Switching on the light above the bed makes the room seem even hotter, stickier. Slipping into a dress, then down the stairs to the street.

"Evening Mrs. Smith. Mr. Smith," to the old couple sitting on the front steps in the dark.

"Hot 'nuf for you. M's Langly?"

Why do people always say that? Stupid thing to say.

Wandering on down the street between rows of flats, where other people are sitting on the steps smoking. A baby crying from some small hot room. A dog lying out on the sidewalk, panting. A boy and girl kissing on a front porch. A raucous laugh from a lighted open window, the curtains tied in knots to let in every breath of air. People inside sweating and playing cards.

Through the park. A couple on each bench and some on the grass, not caring that they are not alone.

Walking—past the park. Over the bridge. Where to? What does it matter. Everyplace is the same, isn't it?

Walking down "L" street. Lights down here and music coming from somewhere.

"Hi, Blondie. Got a match?"

"Sure. Here."

"Where ya goin'?"

"No place."

"Come on in and have a beer."

"I don't know you."

"What does that matter?"

"Guess it doesn't matter."

"Come on, then. Let's go in."

Lots of noise. People laugh-

ing . . . dull, shrill, empty sounds. Like echoes. Smoke so thick it hurts your eyes. Music box clicking and playing again in a continual battle of drums and horns.

"Two beers, Toots! How's this table?"

"Okay."

"Want to dance while the beer's comin'?"

"Sure, if you want to."

"Loosen up, Blondie. Say,

what's your name?"

"Why do you want to know?"

"I gotta call you something, don't I?"

"Blondie's good enough."

"If that's the way you want it

... Good music, eh?"

"Yeah. It is."

"You don't like to dance, do you?"

"Don't care much about it."

"There's our beer. Let's get

while it's cold."

"I used to come here often."

"Yeah? Ain't never seen you

before."

"Busy lately. Don't get around

much."

"Why not? Cigarette? . . . Say,

you're a smooth-looking doll.

Plenty of guys could go for you."

"Thanks."

"I could, myself."

"Yeah?"

"What's the matter. Don't you

like beer, either?"

"Sure I do."

"Well, drink up and we'll

have another."

"Sure."

"Hey, Toots! Draw a couple

over here! . . . Good egg. Toots

is. Always full of hell."

"Yeah?"

"That gal gets a bang out of

everything."

"Why?"

"How should I know why! She just does, that's all! . . . What do you do for a living?"

"Hasher over on Burnside street."

"Yer too pretty to be a hasher."

"They like 'em that way."

"Who don't!"

"I ought to be getting home.

Early shift tomorrow."

"You look tired."

"Yeah."

"I'll walk a ways with you."

"No thanks. I'll go alone."

"It's pretty late, and dark."

"I'll be okay."

"Well, if that's the way you

want it. Drop in again some-

time."

"So long, Blondie!"

Out into the street again and

through the dark.

"Hey, Toots! Did you ever

see such a pretty babe so

dump?"

"What do you mean 'dump'?"

Just because she don't get soused

with the likes of you? That poor

kid looked all tuckered out!"

Walking . . . Walking. Home?

Is that hot room home?

The river flowing under the

bridge looks cool—so nice and

cool. Don't be an ass. That's a

long way down.

Back through the park. Up the

street. Quieter now. People try-

ing to get some sleep. Smiths

still out on the steps, smoking.

"Too darned hot to sleep, ain't

it M's Langly?"

"Yeah. It is."

On up the steps. Mrs. Smith

calling after her.

"M's Langly!"

"Yeah?"

"Have you heard from your

husband since he got sent over?"

"He's dead."

Senator Taft Snaps The Whip

(Continued From Page 16)

democracy has values that transcend speed and efficiency.

Perhaps we ought to be grateful even for the ten minutes Senator Taft was able to give to the July meeting. When the same committee conducted public hearings over a period of three weeks last spring, Senator Taft was unable or unwilling to make any appearance whatever. Small wonder the lack of confidence enjoyed by the special Taft-Hartley committee whose statutory purpose is to make recommendations to Congress and not to tell the general counsel when and how he should proceed against labor unions or others.

Senator Taft's explanation of the origin and purpose of the meeting assumes a new high in public gullibility.

CONSTITUENTS ALL

"I was appealed to by the newspaper publishers" (He means the Chicago newspaper publishers. Unlike Mr. Findling, the Senator—for reasons that would seem fairly obvious—scrupulously avoids any mention of Chicago throughout his lengthy reply) "including one of my most distinguished constituents, Mr. John S. Knight, publisher of the Akron Beacon Journal," (Is Mr. Knight the "distinguished constituent" of every Senator in whose state he publishes a newspaper? Ironically, Mr. Knight could not conceivably have been concerned about his Akron, Ohio, publication. Why? That newspaper encountered no difficulty with the printers and was in no way involved in the litigation) "to arrange a meeting for them with Mr. Denham in order that they might urge upon him prompt action to enforce the injunction."

Picture the timid, retiring newspaper publishers appealing to their Senator to arrange a meeting for them with the otherwise inaccessible Mr. Denham!

It would, doubtless, be an exaggeration to say that

the publishers and Denham were actually bedding together for the preceding ten months. But it would be far closer to the facts than the naive—perhaps "silly"—is the better word—assertion of the realistic Senator from Ohio.

Since the Loftus story of August 14 we have had several additional versions of what precisely Senator Taft said to Messrs. Findling and Johns at the meeting. The Findling version—already quoted above—speaks for, and beyond, itself. Given all the relevant circumstances, such as the time, the place, the personalities and Senator Taft's actual language as reported by Mr. Findling, Denham's agents required no special gift of imagination fully to comprehend what was expected of them by the chairman of the Senate Labor Committee and the most powerful spokesman for the majority party in Congress.

Denham, too, has presented a version—at a press conference held on August 23. And it's a beauty. Though he did not, because of illness, participate in the meeting himself, he did not hesitate to volunteer his belief that Senator Taft was merely making "inquiries as to how the law was working." Enough said.

POETIC LICENSE

Mr. John Knight, on August 22, after the July meeting had been exposed by Mr. Loftus and the I.T.U. resolution, published a signed editorial in all of his papers in which he sought to defend Senator Taft and the newspaper publishers. I heartily recommend that all read that illuminating version in full. Here it is enough to say that he admits that Senator Taft "urged that such a case should not be permitted to gather dust in the files."

The nub of Senator Taft's version of what he said to the Board's attorneys is set forth in a sentence that can serve handsomely as a model of political double talk.

"I did not purport," says he, "to pass on the facts

of the case, except to say that the publishers seemed to me to have made out a prima facie case." A song in vogue some time ago went something like: "I don't want to tell you what to do or what not to do, but if I were you, I'd..."

Poetic license of a kind allows popular song writers an occasional rhyme without reason. Senator Taft doesn't even favor us with rhyme.

Toward the end of his "reply," Senator Taft observes that "the Board apparently found that the facts justified an application for contempt proceedings" because they actually filed such proceedings. Why "apparently?" A slip of the pen revealing strong doubts in his mind, too? There follows great praise for the "fairness and good judgment of Mr. Denham." That's about as impressive—and as modest—as Edgar Bergen seriously lauding the wit and charm of Charlie McCarthy.

IT'S NO JOKE

Unfortunately, however, we are not here dealing with a comic radio program that can be turned on and off at will. We deal, rather, with a "shocking" threat to our democratic program of government which, for most Americans, has continuous and eternal validity. From the beginning its basic theme has been the separation of sovereign powers, which has been aptly described as "the rock upon which the American Constitution is built." Every schoolboy learns and most adults retain the classic teaching of Alexander Hamilton:

"The accumulation of all powers, legislative, executive and judiciary, in the same hands, whether of one, a few or many, and whether hereditary, self-appointed or elected, may justly be pronounced the very definition of tyranny."

We should have thought that it would not be forgotten—or rejected—by leading agents of our legislative and executive departments.

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Buckos No Longer Holy Terrors

(Continued from Page 3)

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Senator Taft Snaps The Whip

By HENRY KAISER

Counsel to International Typographical Union

For the fifteenth time in less than a year, the International Typographical Union has been afflicted by the scourge of "Denhamitis." What is Denhamitis? It is a unique source of infection recently brewed in the richly endowed laboratories of those two eminent political scientists, Robert A. Taft and Fred A. Hartley.

The unusual virulence of the last attack ought to give pause to those who out of ignorance or short-sighted selfishness have been acclaiming the "constructive genius" of Taft-Hartley. This time the danger of its malignancy to the very heart of our constitutional democracy should be obvious to all having knowledge of the facts.

General Counsel Denham of the National Labor Relations Board requested an injunction against the Typographical Union. Judge Swygert issued the injunction on March 27. Two days later, again at Denham's request, the judge denied a motion for a stay of the injunction pending an appeal. Thereupon, the I.T.U. obtained a conference with the judge and Denham's representatives to work out an agreement that would preclude even an unintended technical violation of the decree. Such an agreement was reached.

ITU DECISION

The I.T.U. undertook to draft instructions to its affiliated locals that would accomplish its declared intention fully to comply with the decree. They were to be distributed only after they had been studied and officially approved by the N.L.R.B.'s general counsel. It was further agreed that, if the general counsel believed that any future I.T.U. action conflicted with the decree, he would permit an opportunity for correction before instituting contempt proceedings. This clear commitment was several times repeated in personal conversations with responsible agents of the general counsel.

The approved instructions were then sent out to all locals, on March 31. A few days later they were supplemented by suggestions of "contract provisions which may be proposed in collective bargaining during the pendency of the federal court decree."

Denham received copies of these "contract provisions" not later than April 3. Negotiations then took place which resulted in satisfactory agreements in such vital areas of the printing industry as New York, Philadelphia, Newark, Detroit, Louisville, Rochester and elsewhere, a development that should have been most gratifying to Denham, Senator Taft or any other person ostensibly devoted to the public welfare.

But the Chicago publishers (possibly as a result of a still unpublicized merger of the states of Illinois and Ohio they now appear to be "constituents" of Senator Taft), rejecting all offers of the Chicago local of the I.T.U., forced the continuation of the strike that had begun in November of 1947.

Unlike their colleagues in other cities—indeed, contrary to the practice of some of the very men who publish papers in other cities as well as Chicago—they insisted that the contracts requested by the Chicago local contained unlawful clauses.

Some light may be thrown on their Jekyll-Hyde approach to the law by a comment on their attitude toward wage increases. Before the injunction the Chicago publishers refused even to discuss wages. After the decree they offered an increase that was far below the local's demand and far below that granted by comparable newspapers. It thus can be safely predicted that the ambiguities of the Taft-Hartley Law, compounded by Denham's zealous anti-unionism, will frequently beat down a fair wage. After all, that's the fundamental why of Taft-Hartley. The N.A.M. was not playing marbles.

CONTEMPT PETITION

The next significant date in this sordid story is August 13 when Denham's associates advised (this was the first intimation we had from any source) of their decision to file a petition for judgment in contempt. Our demand for some explanation for the crude breach of their personal promise, made in the presence of the court and several times reiterated thereafter, yielded only embarrassed evasions.

Nor was any satisfactory explanation proffered when we pointed out that for almost five months they knew of the "contract provisions" which they now charged as contempt; that their prolonged silence could, in view of our agreement, only have meant that they found no illegality in the "contract provisions;" that their decision to institute a contempt action constituted an offensive kind of entrapment and unfairly jeopardized all of the agreements that had been negotiated since the decree.

But some explanation there must have been, and it appeared on the following day in a New York Times

The viciousness of the Taft-Hartley law is best shown by the long strike of the International Typographical Union against several Chicago newspapers. In this article Henry Kaiser, counsel to the ITU, reveals the sordid attempt made by Senator Taft to bludgeon the printers' union. He tells of the secret meeting, called last July by Taft, present at which were representatives of the Chicago papers and National Labor Relations Board officials. Taft, acting for his "constituents" put the heat on the NLRB men to get them to crack down on the ITU. His actions have been singularly responsible for the long strike. Brother Kaiser sees the Taft maneuvers as a "threat to our democratic program of government."

The article is reprinted from the October 1948 issue of the American Federationist, official AFL monthly.

story by Mr. Joseph Loftus, one of the most able and reliable labor reporters in the land. He revealed that in July Senator Taft called a meeting at which were present representatives of the Chicago newspapers and to which he "summoned" Denham's associates, Messrs. Findling and Johns. Mr. Loftus reported that at that meeting, carefully kept secret, Senator Taft "called upon government officials to bring contempt of court action against the I.T.U. and its officers." Mr. Loftus went on to say that "Mr. Findling and Mr. Johns were unwilling to discuss the incident," which is not a bit surprising.

Nor is it surprising that the printers, who were then holding their convention, were not content to remain equally silent. By unanimous resolution they condemned Senator Taft for "allowing his desire to destroy trade unionism to lead him into an obvious attack upon the fundamental principle that the legislative, executive and judicial branches of the government shall be independent in order that the American way of life may be preserved," and for his "attempt to bludgeon attorneys for the N.L.R.B. into seeking a contempt citation." The convention called upon the President to "investigate this matter."

"SHOCKING" INTERFERENCE

President Truman responded promptly by a telegram describing the I.T.U. charge of Senator Taft's interference as "shocking" and promising that "it will be investigated thoroughly and immediately." The results of the investigation were published on September 14 when President Truman released an exchange of letters between himself and Mr. Findling. The President charged Senator Taft with the "entirely improper" conduct of attempting "to put the heat on one of the Executive Departments."

This, at long last, broke Senator Taft's silence. On the following day he issued a formal statement which was called a "reply" to the President's charge of improper conduct. It should, more accurately, have been called a "confession," as a careful reading readily shows.

At the outset the Senator from Ohio solemnly announced "the duty of every Congressman and Senator, when his constituents allege that some Executive Department is not doing its duty in relation to matters in which they are interested, to take up that matter with the Executive Department concerned. If the constituents appear to have a *prima facie* case, every Senator and Congressman urges prompt action, or some reason for failure to act."

Standing alone, that statement is perfectly reasonable. No one will or can take exception to it. But it doesn't stand alone.

If Mr. Taft means what he seems to say, namely, that some of his constituents appeared "to have a *prima facie* case" that the Executive Department headed by Denham "is not doing its duty," then I would fully agree. I would surmise that the Senator has been receiving many thousands of persuasive letters to that effect from union men and women who are bona fide, voting residents of Ohio.

But obviously he can't mean that because later he makes clear that "in this particular case I made no charge that the National Labor Relations Board had neglected its duty." Thus, one is reluctantly forced to brush aside his noble statement of Senatorial duty as a sanctimonious irrelevancy.

Next comes the suggestion (based on a supposition) that the President "must have done a thousand times when he was a Senator" what he now, as President, criticizes Senator Taft for having done only once. The President's War Investigating Committee, Sena-

tor Taft informs us, "frequently urged action by district attorneys."

Senator Taft owes a plain duty to every citizen, especially during the Presidential campaign, to cite, if he can, a single instance where Senator Truman, as head of a powerful committee with jurisdiction over district attorneys, secretly called to his office any district attorney and in the presence of parties directly interested in a particular case and possessed of extraordinary political and social influence, asserted (in Senator Taft's language as reported by Mr. Findling) "that he regarded the case as the most important case that had come to the Board and that it stood as a symbol to many members of the Congress of the effectiveness of the enforcement machinery of the statute and that he was greatly disturbed by reports indicating that there was a serious breakdown of the enforcement machinery in the case."

Senator Taft tried to belittle the President's statement by terming it "merely an attempt to curry favor with the labor bosses who control the labor publicity to which he is looking for help in the election." Does the Senator really believe that so transparent a smokescreen will obscure his own eminently successful efforts on behalf of some of the most powerful newspaper and radio publicists in the country?

TAFT'S "CONSTITUENTS"

Let anyone call the roll of "constituents" for whose immediate benefit Mr. Taft "put the heat on" Denham—the Chicago Tribune, the Chicago Sun Times, the Herald American—the Hearst Chicago outlet—and the Chicago Daily News, one of the Knight chain. Then let him decide for himself whether the President or the Senator is currying the favor and political support of those who "control publicity." Nor should it be forgotten that the President was responding to the public request of some 85,000 union printers, all citizens and all clearly part of the President's constituency and not to the clandestine request of a few "labor bosses" from somewhere outside of the United States.

Not the least of the many curious statements in the Senator's reply is the disclosure that the July meeting at his office was, at his request, called by "the Special Committee created by the Taft-Hartley Law." If, as he insists, it is "the duty" of every Senator to do what he did, then, plainly, an official meeting of the Joint Committee would appear to have been entirely superfluous. Superfluous or not, we are greatly indebted to the Senator for his revelation on the methods employed by that important committee. Though he says he "took the matter up with the Special Committee," Senator Murray of Montana, a member of the committee, in response to direct inquiry by Mr. John J. Pilch, president of the Chicago local of the I.T.U., stated:

"Senator Taft's explanation referring to the Joint Management-Labor Committee and saying 'that committee called the meeting in question' is amazingly wide of the facts. Other members of the committee were not informed of the meeting either in advance or subsequently. I learned of the meeting later through the public press."

HEARD NOTHING

Senator Pepper of Florida, another member of the committee, had this to say:

"I knew nothing of Senator Taft's invitation to a meeting in his office on the I.T.U. case held on July 28."

And Congressman Lesinski of Michigan, still another committee member, was also wholly unaware of any such meeting.

It is not unfair to speculate on the number of other occasions that members of the committee may have learned of its meetings via fortuitous newspaper releases that are published many weeks after the meetings have been held.

Even more surprising is the manner in which some of the meetings of this committee apparently are conducted. Most citizens are under the reasonable impression that the work of their Congressional committees is performed by persons duly elected to Congress. It is, of course, usual and frequently necessary for such committees to employ professional aid and to utilize the contributions of private groups and persons. But that does not and cannot condone a practice of running official committee meetings without any members present. Yet that is what happened in July.

The Findling letter to President Truman shows that the meeting ran from 11 A.M. to 12:45 P.M. Senator Taft admits that he was present for only the first "ten minutes." Not a single member of the committee, therefore, participated in the remaining ninety-five minutes of its (the committee's) official meeting. To be sure, that may account for the speedy and efficient realization of the true purpose of that meeting; but

(Continued on Page 15)