

UNIONS DON'T FORGET



War veterans in Los Angeles needn't feel lost when discharged from the armed services, for the new Veterans Service Center is ready to lend a hand. Here, VSC officials confer with a veteran on job placement and readjustment to civilian life. (left to right) Dr. Robert Ziegler, director of the AFL Veterans Bureau of Employment; VSC Director Arthur H. Tryon; Shevy Wallace, CIO representative at the center; and Veteran W. A. Needham, member of Local 1781, Int'l. Assn. of Machinists (AFL). This set-up is similar to the AFL service bureau recently established in New York, and reported in last week's issue of the LOG.

\$10,000 Overtime Beef Won For Crew Of John Banvard

The crew members of the SS John Banvard, shipwrecked abroad, worked long hours at salvage, kicked around in Europe until finally repatriated across the sub-infested Atlantic, would have been chiseled out of \$10,000 overtime if the union had taken the shipowner's "no" as final. But it didn't! And after weeks of work, Patrolmen J. P. Shuler, D. Stone and Johnny Johnstone are able to announce a complete victory with pay checks waiting for all hands.

The SS John Banvard went aground on a reef off the west coast of Europe last year. The crew, at great personal danger, worked many long hours taking off the cargo and salvaging valuable ships' equipment. At the payoff in New York on December 29, 1944, overtime was listed for the salvage time worked. The company screamed and declared that this work was necessary for the "safety of ship and cargo."

Stone, Shuler and Johnstone went to work on the beef, and this week the union received notice that the Robin Line had capitulated and would pay the men the money due them. The exact amount is \$9,912. Another victory for the SIU way of doing things!

(All crew members should check the Money Due list on page 3 for the hours coming.)

Union Is Found In Good Financial Condition

We, the duly elected Quarterly Finance and Investigating Committee, having been elected at the Regular Branch Meeting held Wednesday, February 14, 1945, do hereby state that:

We have checked the bank statements for all funds under control of the Secretary-Treasurer against the weekly financial reports and the report of the Certified Public Accountants for the 4th quarter 1944, and have found that the funds were properly accounted for and in order.

We made test checks of various Branch weekly financial reports and found their bills and receipts were listed correctly and corresponded with the Secretary-Treasurer's weekly financial reports and that they were recapitulated properly.

We made test checks from Branch financial reports to dues record cards and found that they

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Hawk, Weisberger Present Views To House Committee

DEMAND A LARGE POST WAR FLEET FOR FULL EMPLOYMENT

WASHINGTON, D. C., March 3—A large post-war merchant marine for a prosperous America and for jobs for seamen was the demand presented to the House Committee on Merchant Marine and Fisheries this morning by SIU Vice-Presidents John Hawk and Morris Weisberger. The SIU officials were appearing before the Committee to testify in opposition to the Maritime Commission sponsored bill HR1425, which would open the way for large scale disposal of American ships to foreign operators.

Weisberger took the witness chair first, and read into the record the entire statement of the SIU as prepared by President Lundeberg. (Statement appears on pages 4 and 5 of this issue). Weisberger was interrupted frequently by the members of the Committee who questioned him on various aspects of the statement. Weisberger made it clear that the AFL seamen were unalterably opposed to granting to the Maritime Commission at this time the authority to set any ceiling on the size of the post war merchant fleet.

"Don't sell these ships now to

the foreign operators," Weisberger said, "wait until the American operators have had a chance to build their own trade routes. No one can know how large our fleet should be until after the war ends and our operators have had a chance to extend their lines."

It was made clear to the Committee that the SIU did not oppose the formulation of legislation providing for the eventual disposal of surplus tonnage, but that the union opposed bill HR 1425 because it allowed for immediate disposal of the ships, and because it gave preferential treatment to the foreign operators.

John Hawk followed Weisberger to the stand and gave the following statement:

"We feel it is too early in the game to know how much discretionary authority to give any agency or any part of the executive branch of the government and still protect our merchant marine in accordance with national policy as it appears in the Merchant Marine Act of 1936. We're in the middle of a great war which has made deep changes in the world and probably make more. To attempt at this time to look far ahead is the time when peace arrives and, on a guess, now to estimate what the conditions then will be is

(Continued on Page 2)

INTER-DEPARTMENT COOPERATION IS THE THEME



These rank and file Stewards Department men met in the SIU New York hall between trips to discuss ways and means of effecting closer cooperation within their own department and between the three departments. They met three different days to exchange ideas and suggestions. Results? A new booklet is being drawn up to add to our fast expanding supply of union literature. The new booklet will be all about the Stewards working rules, and should be off the press in the near future.

SEAFARERS LOG

Published by the
SEAFARERS' INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	51 Beaver St.—HAnover 2-2784	
BOSTON (10)	330 Atlantic Ave.—Liberty 4057	
BALTIMORE (2)	14 North Gay St.—Calvert 4539	
PHILADELPHIA	6 North 6th St.—Lombard 7651	
NORFOLK	25 Commercial Pl.—Norfolk 4-1083	
NEW ORLEANS (16)	339 Chartres St.—Canal 3336	
CHARLESTON (9)	68 Society St.—Charleston 3-2930	
SAVANNAH	220 East Bay St.—Savannah 3-1728	
TAMPA	423 East Platt St.—Tampa MM-1323	
JACKSONVILLE	920 Main St.—Jacksonville 5-1231	
MOBILE	7 St. Michael St.—Dial 2-1392	
SAN JUAN, 28 P.R.		
PUERTO RICO	45 Ponce de Leon—San Juan 1885	
GALVESTON	219 20th St.—Galveston 2-8043	

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51 BEAVER STREET

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Wage Boost, Yes—But Not At Sacrifice Of Conditions

By PAUL HALL

The NMU Pilot, little brother of the Daily Worker, has been recently running full pages in regards to their so-called "program" calling for 200 bucks a month for AB's, etc.

The Seafarers has been questioned at various times in regards to its thoughts on this particular thing which calls for a "guaranteed" wage. First, let us put it on the record that the Seafarers is indeed for higher wages for seamen and for better conditions, otherwise, we would not have always had a higher wage scale than the NMU has. We would not have always had a higher scale of overtime than they do if we did not believe in fighting for wages and conditions.

Let us state now that the Seafarers is highly in accord with anything that will make more dough for seamen. For example, throughout the Seafarers' history, we have always fought for higher wages and conditions. Our contracts call for the highest scale of wages, overtime rates and conditions of any maritime union. The Seafarers fought for and secured higher bonus rates to make more dough for seamen, when the NMU officials not only refused to assist the Seafarers in their fight for all bonafide seamen, but on the contrary even sabotaged the fight that the Seafarers was putting up for higher bonus rates. While it is clear that we are for more dough for seamen—we will not, under any conditions give away the rights, conditions and privileges for seamen which the Seafarers have

pioneered for and fought so hard for during the past years.

The NMU has willingly offered to throw out all of their working rules and conditions for this so-called \$200 "program." This the Seafarers will not do. We recognize the fact that in the seamen's fight for wages and conditions, nothing substitutes for actual militancy at the right moment. We know that by offering to surrender to the shipowners all the conditions for which we have fought, we could negotiate a \$200 a month guarantee. But we would be making a grave mistake by giving away overnight that which took many, many years of hard struggle to obtain. For, regardless of what beautiful promises the shipowners make us so as to take these conditions from us, we know that the thought in the shipowners' mind would be not to guarantee us anything, on the contrary, to take away our conditions and then cross us up on wages as well.

Now that the Seafarers attitude is clear, let us go back again to this "program" as proposed by the commies. It is continued from week to week, usually about along the same line. Due to the fact that they are using this "program" as a basis for so-called

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fantastic.

"The broad grants of authority contained in this Bill are being made on little more than a gamble on the future. Whenever the people through you in Congress have given the executive branch of the government, wide authority you have generally acted with your feet firmly on the ground of proven fact. That is the only protection the people have for their basic interests. We feel that the merchant marine is a basic interest of all the people and that the authority to dispose of it should not be granted until such time as all the surrounding facts indicate whether such grant is being made wisely or not.

"We seamen believe that at this time complete protection should be written around our fast vessels such as those of the Victory type, the C types and the fast tankers so that they may not, through the use of authority handed to any agency, be turned over to other nations, to the possible detriment of our own.

"We feel that the Bill might permit greater benefits to foreign operators than to American operators. We don't think this is the time to even consider putting foreign operators on an equal basis with American operators. But this Bill in certain sections would permit certain foreign operators to stand in a more favorable position than some American operators who might not be able to meet the conditions and specifications that some agency would draw up for the purchase of ships.

"The estimates that have been made heretofore with respect to the tonnage that will be required is believed by us seamen to be pulled right out of the air. We don't see how our vessels can be sold until at least sufficient facts are on hand to give us a good estimate of the number of ships we'll need in our commerce. Certainly today there are not enough facts at hand to indicate this.

"The seamen regard this Com-

mittee and this Congress as the trustees of the property of the country, and our merchant ships are just as much a public trust as our Navy is. Extreme caution therefore, appears to us to be needed in passing any bill which will take the control of our merchant marine out of the hands of the people and place it in the hands of an executive agency. While it's all right to plan on the future when there's a ten to one chance that your estimates of the future situation are correct, it certainly would be a crime against the national interest, we think, for Congress to give up its authority and turn it over to some executive agency when the chances are ten to one against a correct estimate. That's the way we feel about this now.

"The merchant seamen have heard a whole lot of kind words and they appreciate them. They have come from all sides. We hope we've done the type of job that merits them. We've heard about the 60,000,000 jobs and the plans for a prosperous future. But we're wondering whether some forces aren't at work already that may result in our pay-off being disposition of our good ships to foreign competitors and the 60,000,000 jobs going up in smoke. We don't want to open soup kitchens again for boys waiting around deserted ports to sign on ships after three months or six months or a year of idleness. To give away too much authority right now, when the future is so uncertain, may result in paying off these seamen, who have been so highly praised for their contribution to the war by taking away their jobs from them and giving them to coolie labor."

Hawk then read into the record the resolution passed by the Atlantic & Gulf District, which opposed the Maritime Commission sponsored bill.

Keep In Touch With Your Draft Board.

From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

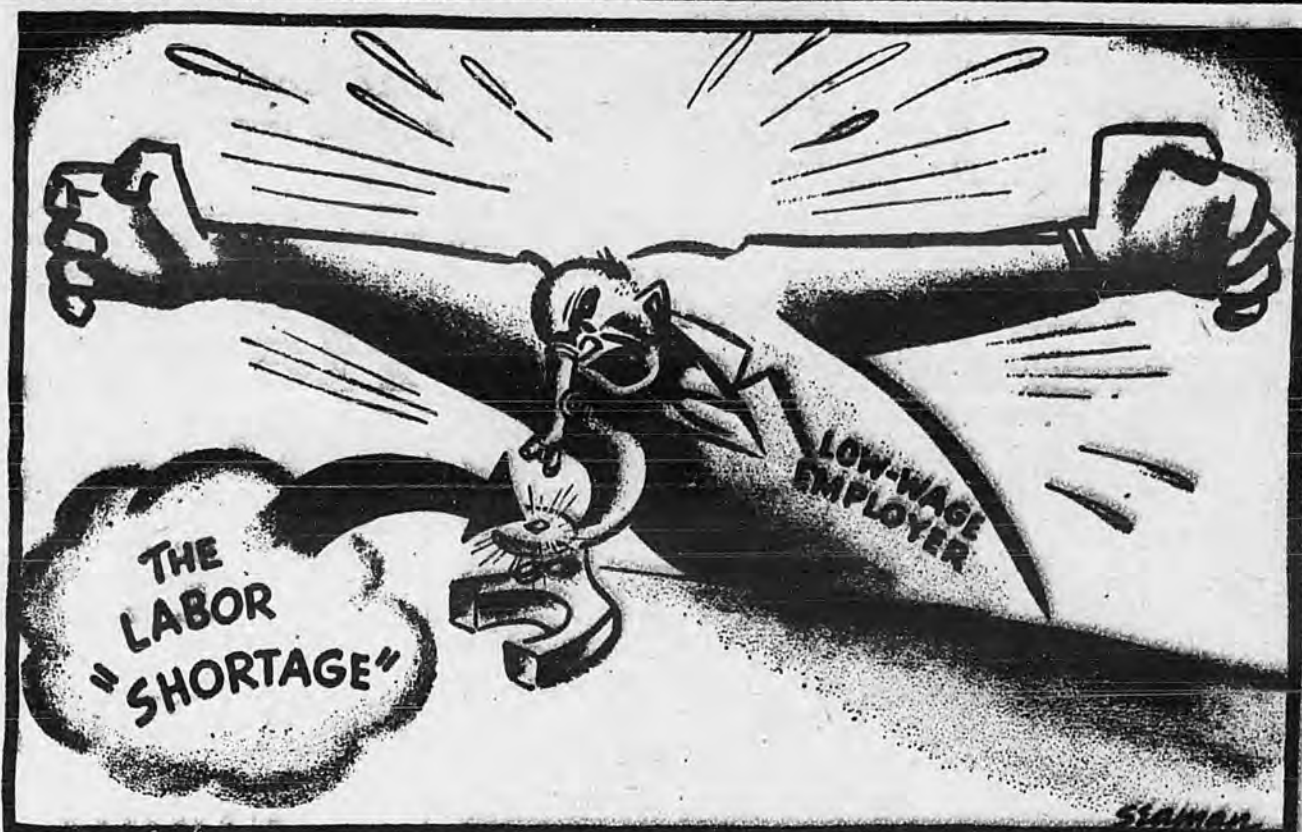
I received a number of beefs from Boston concerning the SS Steeph Leacock. After quite a bit of discussion with Mr. Hunter, representing the company, we came to an agreement. All money due from this vessel is now payable. Names and amounts will be in an issue of the Seafarers Log. Also from Boston, one beef concerning the SS Flying Eagle. Three sailors off the 8-12 watch claim that they were not paid arrival day overtime. I checked with the Patrolmen who paid this ship off, and found that all beefs had been settled aboard. Therefore, as far as the company and the Union is concerned, there are no beefs pending from this ship.

Beef from Baltimore regarding the SS William Harper going in for repairs in Bermuda. Watches were maintained, and crew demands overtime for week-ends. Company claims ship did not go in for the purpose of loading or discharging cargo, therefore since she went to an anchorage for minor repairs, they maintain that watches shall be kept, as technically the ship is at sea. So, for the above reason, the Company refuses to pay. I do not recall collecting this kind of beef before. The Agreement does not cover repairs.

Also from Baltimore regarding the serving of meals to Skipper on the bridge on the SS William Young. I contacted the company and after quite a tussle with the representative and the Skipper, who maintained that only 36 meals were served to him, and that no late meals for the Second Cook were involved, we wound up at the 36 hour overtime rate. If men involved in this beef feel they are entitled to more,

(Continued on Page 8)

"It's This Big!"



—Justice

Demand Post War Jobs

(Continued from Page 1)

Money Due

SS JOHN BANVARD

Stewards Dept.

F. Mitchell, Steward, 208 hrs; M. Gaddy, Ch. Cook, 208 hrs; H. Miller, Nite Ck & Bk, 208 hrs; B. Billingsley, 2nd Ck, 208 hrs; R. Werback, MM, 298 hrs; O. Papp, MM, 208 hrs; R. Moretz, Util, 208 hrs; R. Carpenter, MM, 160 hrs; G. Drew, MM, 160 hrs; W. Branch, 2nd Troop Ck, 160 hrs; J. Roster, Util, 160 hrs; B. Jackson, Ch. Troop Ck, 160 hrs; C. Robbins, Util, 160 hrs; G. Slaughter, Util, 160 hrs.
Chas C. Finke, FWT overtime 192 hrs, overtime for cooking meals 69 hours; Pete Smith, FWT, overtime 192 hrs, overtime for cooking meals, 69 hrs; K. Kamiluni, Carpt., Overtime 96 hrs, overtime cooking meals, 69 hrs.

Engine Dept.

G. Gunderson, Deck Eng. 220 hrs; D. Tolan, Oiler, 308 hrs; J. Weiss, Oiler, 296 hrs; J. Knapp, Oiler, 228 hrs; C. Fike, FWT, 224 hrs; R. Pottisiy, FWT, 224 hrs; P. Smith, FWT, 196 hrs; R. Lang, Wiper, 182 hrs; F. Vivoni, Wiper, 172 hrs.

Deck Dept.

Korneluisen, Carp. 144 hrs; H. Liller, Bos'n, 144 hrs; H. Johnson, A.B. 144 hrs; H. Phillips, A.B. 144 hrs; F. Ferrara, A.B. 144 hrs; G. Jones, A.B. 144 hrs; L. Martin, A.B. 144 hrs; D. Coxey, A.B. 144 hrs; J. Smith, O.S. 144 hrs; S. Brown, O.S. 144 hrs.
Collect at Robin Line SS Office in New York.

SS JOHN BANVARD

PETER SALVA

105 hours coming. Collect at Bull Line Office.

SS STEPHEN LEACOCK

J. Rooney, 3.15; J. Little, 13.35; J. Upner, 3.95; G. Klosowski, 9.15; J. Brown, 8.25; R. Walker, 4.05; A. Howatich, 6.65; J. Morrissey, 1.35.

8 to 12 and 4 to 8 oilers have 4 hours each. 4 to 12 Firemen, 8 hours. Deck Engineer, 11 hours. Collect New York Office of South Atlantic SS Company.

SS W. YOUNG

E. Keen, 36 hours overtime for serving meals on the bridge. Collect New York office of the Bull Line.

SS JOHN GALLUP

The following men who paid off on the 8th of Jan. have money due: James E. Rathbone, Wiper 3 hours; Albert Cioffi, Wiper, 3 hours.

Collect at Smith & Johnson SS Co., office in New York.

SS MARINA

Robert H. Guiberson, 61 hrs, Acting A.B.; C. Thompson, 63 hrs, 2nd Cook; G. McNeely, 31 hrs, Stew. Utility; G. Smith, 59 hrs, Bedroom Stew.; Harold Reese, 120 hrs, O.S.; Bernard Pilarczyk, 54 hrs, O.S.; Victor Carlson, 22 hrs, O.S.; Patrick Dougherty, 32 hrs, Oiler; J. E. Barringer, 75 hrs, FWT; Antonlin Alvarez, 40 hrs, FWT; James Meeks, 58 hrs, FWT; John Kozar, 5 hrs, Wiper; John Kinney, 6 hrs, Wiper; Arthur Keefer, 23 rs, Oiler; Joseph E. Gelinas, 49 hrs, Oiler; George Wingle, 58 hrs, Galley Util.; Neville Williams, 69½ hrs, Crew Mess.

NOTE: Some of the above men have collected this money—others have not. Those who have not can collect this money by contacting the Bull Line Office in New York.

SS MARIBEAU B. LAMARR

Crew has overtime coming. Collect at Waterman SS Co. office.

MV SANDS POINT

Crew which paid off in Mobile on Sept. 23, 1943, have \$50.55 transportation money coming. Collect New York office of Moran Towing Company.



STEW POT REQUIEM

You can hear the sabers rattle
In the journalistic battle
Between the might Shuler and the dauntless Michelet:
These two stewpot broilers,
Highly skilled good food spoilers
Contest weekly in a pen and ink affray.

How Frenchy mixed both squash and beans
In one pot in New Orleans,
Is a story J.P. dearly loves to tell.
"Why that bum can't boil potatoes,
Or even slice tomatoes,"
Cries the Frenchman with a whooping battle yell.

To each belly robbing dueler,
(meaning Michelet and Shuler)
We suggest a finish contest Christmas day.
Let them eat each other's cooking,
(St. Pete will do the booking)
And send both poisoned corpses on their way.

EPITAPH

Beneath this stone, side by side,
Lie two brave souls who ate and died.
What each of them cooked the other ate;
So they richly deserve their miserable fate.

—S. Ulcers

Union Thanked For War Fund Record

TREASURY DEPARTMENT

War Finance Committee

1270 Sixth Avenue
New York 20, N. Y.
February 15, 1945

Mr. John Hawk,
New York City

Dear Mr. Hawk:

On behalf of the War Finance Committee for New York, I wish to thank you and your associates for your whole-hearted cooperation with us during the Sixth War Loan. As you know, this loan was the most successful in the history of our state and our nation.

That New York State exceeded its huge quota of \$4,226,000,000 by \$2,447,000,000 (over 30%) is in no small measure attributable to the support given us by Labor.

I realize that your production problem is a serious one today considering the manpower shortage and restrictions on paper and

other essential materials. Therefore, you must have been hard put at times to find space for the War Loan. That you always did is a tribute to your personal interest in this great endeavor.

Please pass along my thanks to the members of your staff.

Sincerely yours,

Frederick W. Gehle,
State Chairman

Crew Of SS Hart Crane Lauded By Ch. Engineer

To Baltimore Local of SIU:

I wish to express my appreciation for the cooperation I received during the past voyage from all members of the black gang. The general good fellowship shown between the licensed and unlicensed personnel made the voyage a real pleasure during these trying times.

(signed) H. O. MELOQUIST,
Chief Engineer



By "FRENCHY" MICHELET

One of the brothers on the Rodman apparently has us confused with Jesus. He called this office to ask us to go down on the Army docks to settle a beef. Brother, union officials are not permitted on Army Docks. True, they have Coast Guard passes, are citizens, have sworn allegiance to the United States, and are in every other way identically qualified as you brothers who man the vessels in these Army docks, but the fact that they are union officials render them liable to a peculiar disease. Any brass hat knows that if they were permitted on the docks they would immediately shoot the guards, swipe a few howitzers and set fire to the piers. They might even prevent some well-fed shipowner stooge, who has the run of the docks, from gyping the seamen out a few of their rights. And brother, that's sabotage of the rankest kind.

Let the uninitiated babble of the glories of Greece and the grandeurs of Rome to their foolish hearts content, but believe a seasoned traveler when he tells you that the finest sight on earth is a table-side view of a roast loin of pork and sweet potatoes. Any brother who has ever seen a pig work his way through a bushel of corn is probably laboring under the delusion that no animal on earth gets more pleasure out of jest plain eatin', but that's because the brother in

question ain't never watched brother Michelet go to work on the pig. Try this on the gang, bub:

Rub a loin of pork with a mixture of salt, pepper, a tiny pinch each of ground thyme and sage. Now put it dry into a covered roasting pan in a hot oven for fifteen minutes. Meanwhile have three quartered onions, two cloves of mashed garlic and the juice and skins of two lemons simmering away in a pint of water. After ten or fifteen minutes pour off the grease from the pork, pour the broth over the meat and roast until done, basting the meat occasionally with the broth. Boil the sweet potatoes with the jackets on until tender. Let them cool, then slice them lengthwise and fry with a sprinkling of sugar and vinegar in butter.

We are in receipt of a letter from a poor misguided brother who takes us to task for our views on marriage. He devotes all his letter to giving us hell for our cynical attitude and neglects to mention his present circumstances. But five will get you eight that some cute little trick's got him all souped up with this romance stuff.

Ah, listen to the wisdom of Hafiz:

"Pleasant the snaffle of Courtship, improving the manners and carriage; But the colt who is wise will abstain from the terrible thorn-bit of Marriage."

Verily, brother, the sages of the ages are of one mind on the subject.

Gather the honey, son, but don't pick the flower. Women are sweet in satin but they're deadly in gingham.

Hearken to the wisdom of the wisest:

"When the Himalayan peasant meets the he-bear in his pride He shouts to scare the monster, who will often turn aside; But the she-bear thus encountered rends the peasant tooth and nail.

For the female of the species is more deadly than the male."

We noted in a recent article of brother Paul Hall's where he said that the educational program of the SIU was well under way. We hope that the man chosen to direct this work is one of no common abilities. Not only should he be a profound scholar with a keen scientific mind, but his mental endowments should be of such an exalted nature that he should even be capable of teaching Shuler to fry an egg.

CREW OF DESOTO PRAISED FOR A CLEAN SHIP

I should like to report to the membership that the SS Desoto was one of the best ships to pay off I have hit in this port of New York for some time. Everything was in order and the department delegates had crew lists and union books ready for boarding patrolmen. The crew was right on its toes, and indicated that it had a sound grasp of what maritime unionism is all about.

Good work fellows, and I hope that you bring in future ships in the same shape.

JOHNNY JOHNSTON
Patrolman

Notice!

The New York Baggage Room has been collecting unclaimed gear for over three years and must now make some disposition of it. All members who have left their baggage in the hall for over 12 months should immediately claim it.

Personals

Will holders of receipt numbers 76189 and 76190, who paid off the SS J. Cohen, please send in names to Patrolman Algina, New York.

PETER SMITH, formerly employed aboard the SS. JOHN BANVARD, contact Mr. Lannig, Operating Manager of the Robin Line.

Seafarers Demands Large Post War Merchant Fleet For Full Employment

Statement of President Lundeborg to House Committee on Merchant Marine And Fisheries, March 3, 1945

The Seafarers' International Union of North America is composed of 61,000 active, unlicensed seamen, sailing American ships out of every port in the United States and the Great Lakes.

We have a vital interest in the determination of the proposed Bill (HR: 1425) now before the House Merchant Marine & Fisheries Committee. There are certain parts of the Bill with which we do not disagree, but we have strong objections to other parts of the Bill.

SECTION 1 of the Bill authorizes the Maritime Commission to dispose of certain American tonnage, built in American yards, during the period from January 1, 1941 to one year after the finish of the war. We have no argument on that.

SECTION 2 sets up a procedure of pricing, under which these ships may be sold, based on pre-war domestic costs and pre-war foreign costs, with certain allowances for depreciation and war wear and tear of these vessels.

Whether the prices are correct or not, we are not in a position to determine. That we will leave to the judgment of the Merchant Marine Committee.

SECTION 3—(a) authorizes the Commission, at its discretion, to sell the ships to American citizens at pre-war domestic prices as determined in Section 2 of this Bill, allowing the American buyers to operate their ships without restriction as to trades, services and routes.

SECTION 3—(b) allows the Commission, at its discretion, to sell vessels to American operators at pre-war foreign costs, but limits the operation of these vessels to certain specific trade routes in foreign or domestic commerce of the United States.

We are opposed to leaving the sale of these vessels to the discretion of the Commission. Discretion as to the sale of these vessels should not be left in the hands of the Commission due to the fact that this would leave this particular phase of the Bill open for preferential selling to certain ship operators. We do not say that that would happen, but there is nothing in the clause to stop it. We are either going to sell the ships or we are not going to sell them, and if they are sold there should be no discretionary power left in the hands of the Maritime Commission.

No Restrictions On U.S. Operators

We are opposed to limiting vessels, bought under pre-war foreign costs, to specific routes, because we do not know whether shipping companies who before the war ran ships in trade routes established by the Commission, will be able to buy ships under pre-war foreign costs. If they, under this Act, are able to do so, there certainly should be no restrictions on other American operators, who might want to run their ships in the same routes.

SECTION 3—(c) deals with the disposal of oil tankers, and authorizes the Commission to sell these tankers at the pre-war foreign cost of building the same types of ships. It allows the buyer to operate these ships in foreign trades of the United States without regard to the route or service, and also allows the buyer to run these vessels in domestic trades under certain conditions.

This section also states that the Commission may permit the operation of such tankers in commerce between foreign countries.

We object to the wording of "may permit." We do not think that the Maritime Commission should have the authority to determine whether an operator should be able to run American tankers between two foreign countries. That should be absolutely within the rights of the buyer. If he can find charterers for his vessels, it should be his privilege to run the vessels between two foreign countries if he so desires. It must be remembered that about 60% of foreign oil production of the world is American owned.

SECTION 3—(e) permits the Maritime Commission to lease ships on a bare-boat charter to American citizens, with the exception of oil tankers.

Why Exclude The Oil Tankers

We definitely object to the exclusion of oil tankers. We can see no reason, if other types of vessels can be chartered to American citizens for operation, why oil tankers can not come under the same category. The Commission might find itself in the position that the purchase price of oil tankers may be too high for American operators to buy, but American operators might well be in a position to charter these tankers for operation. However, under this sub-section (e), American operators are absolutely denied the right to charter oil tankers. We would then like to know what the Maritime Commission intends to do with the oil tankers. As the Merchant Marine Committee probably knows, by the end of 1945 the War Shipping Administration will operate approximately over five hundred high speed tankers, built at the approximate cost of \$3,000,000.000 each. It would be well for these ships to be disposed of in such a manner as to protect the American tax-payers and to protect the national defense of our country.

SECTION 4—(a) gives the Maritime Commission the authority to sell ships to foreign operators, to non-citizens of the United States and foreign countries, if the Commission finds that the ships are not necessary for domestic or foreign commerce of the United States.

We object to the clause in this section giving the Commission the leeway to determine whether it is necessary or not to retain the ships under the American flag. That is too important a matter to be left in the hands of the Maritime Commission, due to the fact that the post war trade will determine the necessity for the amount of tonnage the American Merchant Marine can absorb in peace time.

SECTION 4—(c) authorizes the Maritime Commission to sell ships to foreign operators, based on pre-war foreign costs, as determined under Section 2.

This, we strenuously object to on the grounds that it puts foreign operators in a more favorable position than the American operators. Section 3—(a) of the Bill proposes that American citizens may buy ships from the Maritime Commission at the depreciated pre-war domestic cost. We can not see why foreign operators should be able to buy American ships, which will run in competition with American ships, for pre-war foreign costs compared with pre-war domestic costs to American operators. That would make a big difference, as we all know it was much cheaper to build ships in foreign yards than in domestic yards before the war. As a matter of fact, under the Subsidy Bill of the Merchant Marine Act of 1936, amended, there is a subsidy granted to shipowners building ships in American yards, because of the difference in costs between American and Foreign yards.

That doesn't seem sound to us, and we think it is unfair to the American public and tax-payers to put the foreign competitors in a more favorable position than the American operators.

Discrimination Against American Operators

SECTION 4—(e) reads as follows:

"Payment of the sales price for vessels sold under this section shall be made upon such terms and conditions as the Commission with the approval of the President shall prescribe. In connection with sales to noncitizens, the Commission is authorized to avail itself of the services of any other agency of the United States Government with duties or powers in respect of extension of credit or financing services, and any such agency is authorized to extend such facilities and services to the Commission or to the purchaser for the purposes hereof."

We are definitely and unalterably opposed to this subsection, and request your honorable Committee to delete it completely.

First of all, it again puts the foreign buyers on a much better basis than the American buyers, because the payment of a vessel bought by a foreign operator can be made on terms and conditions as the Commission, with the approval of the President, shall prescribe. We do not know what the Commission or the President may prescribe. That is too much power to

leave in the hands of the Maritime Commission or the President.

We say that the foreign operators must be made to purchase the American vessels under identically the same terms and conditions as the American citizens.

Subsection (e) further authorizes the Commission to "avail itself of the services of any other agency of the United States Government with duties or powers in respect of extension of credit or financing services, and any such agency is authorized to extend such facilities and services to the Commission or to the purchaser for the purposes hereof." As we understand this, the purchaser of the vessel might then turn around and buy the vessel under Lend Lease, or under the R.F.C., or any other United States Governmental Agency which has the authority to lend money to foreigners.

That seems absolutely incredible that we should allow foreign ship operators to come in here and buy ships at far easier terms than can American citizens, and on top of that to finance the purchasing of these vessels, with no guarantee that payment will be made by the foreign countries. We might as well say that this clause, in our opinion, definitely authorizes the Maritime Commission to give away ships to foreign countries. How, then, are we going to be able to maintain an American Merchant Marine which we need, under these conditions? How can we expect American operators to go into the shipping business when they must pay American money to buy their vessels while on the other hand foreign operators will practically be given American built ships, built with American tax-payers' money.

No American Merchant Marine can exist under such conditions. We will again be faced with conditions brought about by having all American imports and exports carried in foreign vessels. Not only will the foreign operators have the advantage of getting the ships for nothing, but they will operate their ships under cheaper conditions, will buy their supplies in foreign countries, will hire cheap crews which are paid far below the American standard of wages for seamen, and repairing of their ships will be done in foreign yards at cheaper rates than in American yards. We must also take into consideration that prior to the war there were only one third of the American ships running in certain foreign trades subsidized under the American Merchant Marine Act of 1936. While these types of ships and routes may well be able to exist, what will become of the other two-thirds of the American ships which are not subsidized? They will simply be eliminated from the seven seas.

Abide By People's Decision

The above are the most objectionable clauses in the Bill, that we, as American Seamen, believe should be rectified. Following are the reasons for our objections:

The American Merchant Marine Act of 1936, passed by Congress, Section 101, reads as follows:

"It is necessary for the National defense and development of its foreign and domestic commerce that the United States shall have a Merchant Marine:

"(a) sufficient to carry its domestic water-borne commerce and a substantial portion of its water-borne export and import foreign commerce—and to provide shipping service on all routes essential for maintaining the flow of such commerce at all times.

"(b) capable of serving as a naval and military auxiliary in time of war or national emergency.

"(c) owned and operated under the United States flag by citizens of the United States insofar as may be practicable, and—

"(d) composed of the best equipped, safest and most suitable types of vessels, constructed in the United States and manned with a trained and efficient citizen personnel.

"It is hereby declared to be the policy of the United States to foster the development and encourage the maintenance of such a Merchant Marine."

That is the policy as laid down by the American

(Continued on Page 5)

Lundeberg's Statement To Committee

(Continued from Page 4)

people in regard to the American Merchant Marine. It is our duty to see that it is lived up to.

A memorandum of questions and answers relating to the Ships Sales Bill furnished by Admiral Land, dealing with ships to be disposed of, is estimated to consist of 2,545 Liberty type dry cargo ships; 515 Victory type dry cargo ships; 613 "C" type passenger and dry cargo ships; 231 coastal dry cargo ships; 27 refrigerator cargo ships; 504 high speed tankers; 62 Liberty type tankers; and 62 coastal type tankers, totaling 4559 government-owned merchant ships available for private operation when the war is over.

It is our opinion that none of the fast ships, such as Victory ships and "C" type ships and fast tankers should be sold by the American Government to any foreign operators or foreign countries. We feel that the American Merchant Marine needs this fast tonnage and it is essential that the American Merchant Marine have fast and economically run ships in order to compete in the foreign trades of the world.

Prior to the war, up to 1936 (before the Merchant Marine Act was passed) the American Merchant Marine was composed of slow ships built during the last war, which could not compete with the high speed freighters and passenger ships operated by various foreign countries. After 1936, when the Maritime Commission started to build faster and better ships, the American Merchant Marine then looked like it would find its place in the sun.

This Is Our Opportunity

America now has the best chance it has had for generations to become one of the leading maritime nations of the world, which this country must be. The American continent has thousands of miles of coast line and it is essential that we have an up to date fast fleet of American merchant ships to carry our foreign commerce in, and it is also very essential for our National Defense.

We found ourselves short of ships during the last war, and through the short sightedness of our political and military heads, we again found ourselves short of ships in the second world war.

Now, the American people have spent billions of dollars, and today are carrying three-fourths of the war material and supplies to our troops and to the troops of our Allies to all parts of the world. If we can do that job during the war, there is no reason why during peace time American ships cannot carry the foreign trade of this country. It has been said that certain foreign countries depend on the income of the Merchant Marine to keep up their total national income. This is refuted by a report by the Department of Commerce on the importance of shipping to foreign exchange resources and national income. The report shows that the amount of foreign exchange received by other nations from shipping operations were as follows:

Norway 35% of value of all products produced and sold abroad.

Greece—24.1%
England—13.4%
Netherlands—9.2%
Denmark—7.1%
Sweden—5.9%
France—4%
Japan—4.7%
Germany—3.7%
United States—1.9%

Thus, need for foreign shipping services are not so strong as applied to trade with the United States.

Thus, also, an American Merchant Marine should not seriously injure, for example, British-American trade as claimed.

Furthermore, if American ships carried less, there is no assurance that business would go to British lines, for instance, rather than to the lines of some other country. To illustrate:

In 1929 Britain's share of world shipping was 37.21%. Norway's was 5% and the United States' was 13%. Yet by 1937, when the United States' share had dropped to under 7%, Britain's share remained almost the same while Norway's share had climbed from 5% to 8%.

Although Britain's Merchant Marine is necessary to hold the Empire together, it is significant that in 1937 her income from shipping was only 1.3% of her total national income. Other percentages of national incomes derived from shipping are as follows:

Norway—11.2%
Denmark—2.4%

Sweden—1.1%
Japan—.7%
France—.5%
Germany—.3%
United States—.09%

Thus, excepting Norway, no maritime nation would suffer a great hole in its pocketbook if it lost some of its shipping business.

Generally speaking, the maintenance of merchant marines before the war were for most countries primarily a matter of military strategy and national prestige.

Who Gets The Axis Runs?

Furthermore, we would like to know who is entitled to pick up the shipping of the Axis countries such as Japan, Germany and Italy. It is assumed that they will not be allowed to maintain the large Merchant Marines they had prior to the war. In the Pacific waters, Japanese shipping was dominant prior to the war. They had fast vessels carrying a great amount of American exports and imports. As a matter of fact, the vast valuable silk cargoes imported to this country were practically all carried in Japanese ships. Are we now to assume that this should not go to American shipping? Who is more entitled to take over the Pacific trade routes, formerly held by the Japanese, than American ships? Who is doing the fighting in the Pacific waters if it isn't the American Navy, Marines, Army and the Merchant Marine? We certainly should do everything we can to capture this shipping for America after the war. This belongs to the United States and we are now in a position to take over and operate shipping lines in all waters where the Axis nations were in control prior to the war.

Today, all countries are Maritime conscious. They all want ships after the war, and have made post-war plans to operate a large Merchant Fleet. China, for instance, is contemplating operating shipping lines between China and the West. Russia plans a post-war Merchant Marine. Brazil and Argentina have set up government-controlled agencies to operate seized Axis shipping to North America and Europe. These countries were not Maritime nations prior to the war, and we certainly should not turn around and give them a number one priority to establish themselves in the shipping business as competitors of the United States at the expense of the American Merchant Marine.

Prosperity And Self Protection

There is a theory among certain big industrialists in this country that this country is primarily an agricultural and industrial nation, so consequently we should not bother about an American Merchant Marine, but we should allow foreign countries to make the money in American shipping so that they can buy our goods.

This is a selfish and short sighted policy and according to figures (previously quoted), does not hold water. This country must establish a permanent first-class Merchant Marine, capable of carrying the large majority of its foreign trade, regardless of the ideas of individuals and regardless of the ideas of other nations.

From time to time, Admiral Land has advocated that we build a Merchant Marine second to none. He has stated that this country should have between fifteen and twenty-five million gross tonnage for American shipping after the war. These are very vague figures. Recently Admiral Land stated that we should have sixteen million tons.

We say that Admiral Land is not in a position to determine whether we should have sixteen million or twenty-five million tons of shipping. These are just figures picked out of the air. We should have tonnage adequate to protect our nation in an emergency, and secondly, a Merchant Marine capable of carrying the majority of our foreign trades—exports and imports. We should be encouraging operation of American ships, and what this Bill proposes to do is to give the foreign countries an edge on us. We should give ourselves the first break and think secondly of other nations.

Although experts and politicians predict there will be no other wars, there has been not one as yet who could give us a guarantee that there will be no more wars. We know, as practical people, it is better to be prepared than to take statements of people who are guessing at the future.

Labor's Relation To Merchant Marine

Today, approximately two hundred thousand American Seamen are manning American vessels. Some of these men went to sea before the war, and have gone to sea for a number of years. Others have become sailors during the war and are now qualified seamen. A vast majority of these men, who came into the Merchant Marine during this war, are young men who never before worked in any other industry. Consequently, the Merchant Marine has become their livelihood, and we know that they are not going to leave the Merchant Marine when the war is over. They are not going to go back to work they never had before. Also, there will be thousands and thousands of men discharged from the Navy and Coast Guard and other branches of the armed forces who will want to go to sea.

What are we, as a nation, going to do with these men? Are we just going to discard them? Millions and millions of dollars have been spent by the United States Maritime Commission to educate men for the sea, both as officers, cadets and in other ratings. Big institutions have been built at the tax-payers' expense with the view in mind of developing men for the Merchant Marine. Whether we, as a union agree with this or not is unimportant at this time. We do, however, want to point out to you that the purpose of spending this money has been to develop the Merchant Marine.

We must not forget that should the foreign countries get the ships under this proposed set-up, they will be able to practically get the ships as a gift. We also want to point out to the Merchant Marine Committee the conditions under which they will operate their ships, based on the conditions under which they operated their ships prior to the war. For instance, the wages on foreign ships ran for an average seamen from 10.00 a month to a maximum of \$50.00 per month. The American seaman's wages prior to the war was \$100.00 per month.

If we, as a nation, give ships to foreign nations, let us say to England, what happens then? Prior to the war English seamen averaged approximately \$50.00 per month, and that is a very high figure. A large percentage of English ships were manned by coolies from the Indies at the rate of approximately \$10.00 a month American money. A great number of Holland ships were operated by Malayan crews for approximately \$15.00 per month. A large number of other nationalities ships, including Britain, were manned by Chinese seamen for low wages. Are we now going to give the foreign countries American ships built at the expense of the American tax-payers, for foreign ship operators and nations to use to exploit their seamen and thus use cheap labor to compete with American seamen and American operators? That does not jibe with the theory of brotherly love, which we hear so much about these days, and it would also mean the loss of jobs to thousands and thousands of American Seamen.

The same condition would prevail in the shipyards, for with a big American Merchant Marine there would be plenty of repair and drydock work for American shipyards, and it would relieve the unemployment, which might become a fact after the war. We know that foreign operators very seldom repair their ships or dry-dock them in American yards. Consequently, by not protecting the American Merchant Marine, we are not protecting the American Seamen nor the American shipyard workers. Besides, every waterfront community and seaport profits by a large American Merchant Marine, because the equipment, supplies and food sold to the ships alone employs thousands and thousands of people. Foreign ships very seldom buy food or equipment in American ports. They buy their supplies in their own ports or in the ports of other foreign countries, where they can buy it cheaper.

In view of the facts presented to your Committee, we respectfully urge your Committee, in deliberation of the Bill, to take our arguments into consideration, and that you, as members of Congress, do everything in your power to retain a large and powerful American Merchant Marine for the benefit of our country.

Respectfully submitted,
HARRY LUNDEBERG

On behalf of:

THE SEAFARERS' INTERNATIONAL
UNION OF NORTH AMERICA, and
THE SAILORS UNION OF THE PACIFIC
(Affiliated with American
Federation of Labor.)

PHILADELPHIA

Well, here we go again, doing business at the same old place as usual. Things are a little slow here this week. Mostly all the ships are in transit, however, we expect to pay off a Robin Line ship and I guess that this will move some of the boys off the list.

We are being asked a lot of questions about overtime that different members have coming to them. The best answer to that question is, if the membership will look in the **LOG** they will be able to see for themselves. In this port we cut the money due list out and post it on the bulletin board and any member that has any overtime coming to him can trace it a year back by merely looking over the bulletin board.

We are still having the same old trouble with members quitting the ships at the last minute. The biggest part of this headache is the boys from the RMO. These guys run absolutely wild, as we have no way of controlling them and the RMO states that they can not control them either. I believe that the RMO should make some effort to control these men.

The membership must be made to realize that in most cases when the Branch Agent calls the RMO for a man it is generally for a job that cannot be filled otherwise. These kids go to the ship and look around and then they decide that they don't want to sail on it. Instead of coming back to the Hall, they don't say anything, they just pile off, and they don't notify the RMO either. So in cases where the ship is in an outlying district there is no way that we have of telling whether the ship is crewed up or not.

In cases of our own membership we can and do control this situation. But in cases of these probationary members we do have headaches with them. I don't mean all of them, because some of them are turning out to be very good members. However, this is food for thought for the coming Agents' conference.

HARRY COLLINS, Agent

SAVANNAH

All is quiet on the southern front. There's not a ship in the harbor except the one that's about ready to sail and she is all crewed-up already. We shipped twelve men out last week but we have ninety registered. Shipping here reminds me of New York, it's so different.

From where I sit it looks as though things will remain quiet here for a while but maybe I have a bad seat. I hope so anyway.

Every day I have a few newcomers asking for a trip card or a job or just a promise of one. When I finish telling them the sad story they want to know why the hell the Government keeps broadcasting for men over the radio. Well, a snappy comeback for that one is, "They have no other way of broadcasting except over the radio." But I listened in once in a while and hear the same cry and it makes me wonder too.

One night Fibber McGee devoted an entire broadcast to recruiting members for the Merchant Marine and even went so far

WHAT'S DOING

Around the Ports

as to reveal the fact that our cargo vessels all have linoleum on all the decks. It must have been a way of getting in a plug for his sponsor who sells some kind of floor wax, but some of the kids signing up are liable to give us a new beef. They'll be putting in for linoleum money.

In case any Savannah boys are out of town they may be interested in learning that one of the local clothing stores burned down last week. I happened to be passing by at the time and it was a honey of a fire. I started to look around for the "Little Flower" and then remembered I was no longer in New York. The local fire fighters got the matter in hand, however, without anyone being hurt and I guess everybody is happy except maybe the insurance company.

ARTHUR THOMPSON, Agent

GALVESTON

After making a number of trips to Houston in search of a new location for the hall in that port, I have at last been successful in locating a place. The new hall will be located at 6605 Canal Street. The Canal Street buses stop almost in front of the door.

During the time that I am attending the Agents' Conference, Bro. Hall, Houston patrolman, will be stationed here in Galveston and the hall in Houston will be closed.

I intend to furnish this new location with enough equipment to carry on the business in that port and to make it comfortable for those members that live in Houston, so they will have a place to sit around and shoot the breeze.

Am crewing up a new Liberty for the American Liberty lines on or about March 13th.

D. STONE, Agent

NEW YORK

Business has picked up in this port last week. Paid off 37 ships and signed on 29.

SS Francis Walker of Eastern SS Company had the payoff set for Saturday but the crew decided to wait and collect all their overtime at the time of payoff and time of signing off articles. She paid off Monday with all beefs settled.

The crew of the SS A. P. Loring, also of the Eastern SS Company, went up to get paid off Monday morning and found that the payroll was made up to midnight Saturday night. It took about a day's finagling with the company but the crew waited patiently until the beef was settled and the payroll was corrected before they paid off.

The membership of the SIU is beginning to learn that with the Eastern SS Company a beef pending is a beef lost.

The SS Warrior, of the Waterman SS Company, is still around and needless to say with her famous "Captain Bligh," there

are plenty of beefs aboard.

There was a transportation beef on the SS W. Young of the Waterman SS Company which held the payoff up for a couple of days, but was squared away before the crew signed off.

One of our prize bucko skippers, the master of the SS A. L. Lewis of the Seas Shipping Company, brought her in about as well disorganized as could be expected of a man of his type. However, his roar turned to a whine when confronted by Union Patrolmen and the crew at payoff time. Apparently, the Seas SS Company thinks no more of him than the Union, as the SS A. L. Lewis sailed with a new master.

The beef pending from the SS Banvard, also of the Seas SS Company, which went on the rocks in the Azores, has been settled. Her crew can scan the Money Due column in the **Log** to the tune of approximately \$10,000. This brings a total of about \$14,000 collected in over time from this ship. This was

N. Y. MEETINGS IN WEBSTER HALL

New York Branch meetings are held every other Wednesday evening, 7 P.M. at Webster Hall, 119 East 11th Street, between 3rd and 4th Avenues. To get there take the 3rd Ave. Elevated and get off at 9th St. or the East Side IRT Subway and get off at Astor Place.

No cards will be stamped after 7:30 P.M.

through the patient work of various patrolmen in the Port of N. Y.

The Alcoa Scout has been causing us quite a bit of trouble. It was rumored that she was to be sold to the Russian Government but conditions aboard her was so bad, Stalin probably smelled it from there. Now, it will be up to the membership of the Seafarers International Union to straighten her out before the exterminator gets her.

The size of the meeting last Wednesday night exceeded any that we have had. There were approximately 1200 members present. There have been a number of members from the NMU in the last week to transfer their books. We don't know whether it is a case of the men getting wise to themselves or rats deserting a sinking ship.

The SS George Cohen of the Overlakes Freight Company was really a messed up job. The skipper was under the impression that the ship was his domain and no one should trespass. It took the physical efforts of patrolman James Sheehan to remove him from the gangway so that he could get aboard to settle the beefs. The beefs were numerous and the ship was in haywire condition. She was squared away before paying off.

About six ships from the Bull Line this week, all paid off clean.

Mostly the crews are responsible for this and are to be commended for they way they handled their beefs aboard, and being sober at the time of payoff.

Calmar, Mississippi South Atlantic and American Liberty Lines all had ships paying off with beefs settled aboard.

J. SHULER, Patrolman

Shipping in New York has picked up again and things look a lot better for the boys where the "Local Board" is on their tails—so boys—better grab 'em while they're hot!

The WSA still has around 6000 men on their list—so therefore, I'd suggest to the OS that have six months or better sea service, go to 42 Broadway, the Inspectors office, and take your exams for Duration of War Blue Ticket, which enables you to ship out as an AB.

Quite a few members that had been shipping out as acting ABs on six months sea experience and are being rejected by the companies through the WSA. The WSA has quite a few AB's on the beach and claim they can supply the regular certified AB's. So I'll say again, OS's with over six months sea experience, go and get your "War Duration AB Blue Ticket" before the WSA closes the door down on you. And, as Al Kerr had mentioned in his previous article last week, about those of you members in the "Savage Dept." you should really go up and get all the Eng. Rm. endorsements possible. Predominating rating I'd suggest is Elect. - Pump - machinist and especially the Ref. Eng. endorsements, which will be in great demand within the next four months.

At this time I'd like to take the opportunity of thanking the

Valentine?



United Press reports that U. S. seamen in Britain prefer British gals to Americans or any others. Questionnaire replies say British females are:

"Cuter and more polite, easier to get along with, friendlier than American girls, not as spoiled as their American sisters." The poll, taken by the United Seamen's Service, also discovered that a blue-eyed red-head is the favorite valentine of the merchant service, but since these are a rarity, 61 per cent prefer blondes.

—PM

membership on behalf of Al Kerr, Red Trusdale and myself, for the cooperation we've been receiving when you members take jobs out and live according to the reverse side of your assignment cards.

But we dispatchers are being pestered by another situation that I would like to get aired out. Meeting nights are every other Wednesday, held at 7 p.m. at 119 East 11th Street—the well-known Webster Hall. The meeting, as you all know, starts at 7 p.m. and the deadline is 7:30 p.m., and those of you members that come in after 7:30 p.m. can not get credit for the meeting. It's a Union rule, acted upon and passed, to be lived up to.

If you were in the Hospital or had a death in the family, that's something else. Sometimes we do give regards to an exceptional case of when an individual's train was delayed and had evidence pertaining to that fact, he is excused.

But it's really quite out of order to ask your dispatchers "aw, come on, give me credit, stamp my card—no one will know the difference." That is being very unreasonable to ask. For then you're attempting to make dishonest officials out of us—and I'd like to say that the SIU reputation is above reproach. One of its foundations is that all of us members built the organization for seamen, to be run honest and fair. So, boys, let's play the game fair and honest with ourselves and the SIU.

PAUL GONSORCHIK, Chief Dispatcher

NEW ORLEANS

Things are humming here in this port again after a quiet week and the indications are that next week will be equally lively. We put a full crew aboard the SS Roy K. Johnson, a new Calmar Line ship that was delivered from the local shipyard Saturday. As two other Mississippi ships paid off and took almost a full crew each, there's very few men left on the beach.

The Agent took the loggings on the Delmar before Commander Brown, the head Commissioner in this port, for an appeal. He won all but one of the cases, which should prove that brother Michelet's contention that the men were treated unjustly had basis in fact.

A number of the old-timers are drifting back to the Gulf and the meetings are beginning to take on an old-time slam-bang aspect. However, this is a good sign, for a union is never so healthy as when its membership take a real interest in its affairs. When an organization gets as much cabbage in the till as ours has, it calls for a vigilant membership to see that the dough is handled properly.

GLENN MASTERSON, Patrolman

Honor Roll

B. Taflewisz	2.00
B. W. Covert	1.00
F. M. Tucker	1.00
J. F. Conley	1.00
T. A. Scoper	1.00

AFL Demands FDR Unfreeze Wages Now

Textile Workers Void "No Strike Pledge;" Miners Hold Strike Vote

Asserting that cotton textile workers have lost faith in the National War Labor Board, Emil Rieve, president of the Textile Workers Union, announced last week that the union had released 100,000 members in fifty-three mills from the "no-strike" pledge made by organized labor on Dec. 24, 1941. This is the first action of its kind taken by any group in the Congress of Industrial Organizations, Mr. Rieve said.

"Political connivance has deprived the National War Labor Board of its independent tri-partite nature and caused cotton textile workers to lose faith in the board's processes," he declared.

He predicted that the position taken by the union would result in strikes in war plants. Potential walk-outs, he continued, would affect plants producing duck, cotton blankets, sheets, pillow cases and other war material.

The union head said after a closed meeting of the TWU executive committee in the Park Central Hotel, that he had been "deluged by requests for walk-outs in telegrams by the bushel."

At the meeting the executive committee adopted a resolution charging cotton textile manufacturers with exerting political pressure upon government agencies in connection with union demands for a general wage increase of 10 cents an hour and a minimum rate of 60 cents an hour.

WASHINGTON, Feb. 27.—A strike vote of the Nation's half million bituminous coal miners is scheduled to be taken on Mar. 28—three days before the expiration of their contract—under terms provided in the Smith-Connally Act which Congress passed two years ago to "get" UMW President John L. Lewis.

By serving notice on Government agencies involved that a dispute exists that threatens to interrupt war production, Lewis has paved the way for a legal coal strike and has turned the tables on his Congressional foes who certainly never intended for Lewis to be able to use the Smith-Connally Act to his own advantage.

Under Section 8 of the Smith-Connally Act, which Lewis cited in his letter to Secretary of Labor Frances Perkins, it is made mandatory for the NLRB (National Labor Relations Board) to take a secret ballot of the miners on the 30th day after notice has been given, unless the dispute has been settled in the meantime.

The only other exception provided in the Act is if the "plant, mine or facility" involved has been seized by the Government.

In invoking the Smith-Connally Act, Lewis had the rare satisfaction of quoting from his bitter political enemy, President Roosevelt, in support of his contention that the Act had forced him to "give a notice that may of itself be provocative of disturbances in the industry."

Union Is Found In Good Financial Condition

(Continued from Page 1)

were being properly posted and that the system is thoroughly efficient.

We found that all of the officials of the Union are properly bonded for the year 1945. The bonding company being the United States Fidelity & Guaranty Co.

We checked all the financial transactions of the Union handled through the Secretary-Treasurer's office for the 4th quarter and found them to be correct.

We found that there were 1898 new members joined in the 4th quarter, September 30th through December 30th, 1944, making a total of 9437 joined in the four quarters of 1944.

We made a complete inventory of the various receipt books.

MEMBERSHIP BOOKS

On hand last report7294
Issued 78

On hand this report7216

UNION BUTTONS

Buttons on hand last report....2835
Received from Manufacturer 2118

4953
Buttons sent to branches..... 797

Buttons on hand4156

After a careful count and rechecking of reports for the past two years, we find that there is an excess of 673 buttons on hand. All previous quarterly reports were rechecked and we can find no reason for the excess, as all previous reports were accepted by the membership. Herewith is a listing of the buttons on hand.

Actual count on
Feb. 15, 19452711
Received from Mfrg.2118

Actual number of
buttons on hand4829
Buttons on hand as
per above report4156

Number of buttons over 673

No, Brothers, this stuff just won't cut the mustard. The Seafarers will never be willing to sell our conditions down the line. On the other hand, we are highly in favor for making 200 bucks a month for AB's. So, let us fight together. Instead of giving conditions to get wage boosts, let us make new gains in the same manner in which we received the things in the past—by hard fighting and by earnest unionism.

There is no short cut to conditions for seamen. Nothing will substitute for the picket line—nothing will substitute for fight. So, let's go and set about the task of a raise in wages. But once again, let us remember never to give away one thing we have to secure this.

WASHINGTON, D. C.—Sharply rejecting the findings of the public members of the National War Labor Board against any change in the wage freeze, the AFL members of the board called upon President Roosevelt to prevent "economic disaster" by promptly and realistically modifying the Little Steel formula.

Since the President incorporated the Little Steel formula into an executive order and thus made it part of the nation's stabilization program, the AFL group contended that it is up to the President to make the final decision on whether the formula should now be changed.

Arguments of the public members against modification of the formula were blasted to smithereens in the AFL dissent.

The statement charged that the public members, after a year's delay, have resorted to the tricky expedient of changing the "measuring rod" of wages in order to justify their position.

From the beginning, the AFL group pointed out, the NWLB has limited its sphere of regulation to "wage rates" and has not used gross earnings or "take-home pay" as its guide. In their latest report, however, the public members seized upon a new measuring rod, "adjusted straight-time hourly earnings." This amounts to a statistical about-face since the "adjustments" that are included make the new measure a kind of "take-home pay figure."

Exposing the injustice of this method, the AFL asserted that if 10 men in a plant received a 10 cents an hour increase, an averaging process is used to show that 20 men received a 5 cents hourly increase.

"In this manner," the AFL statement declared, "the public members have concocted a 36.7 per cent increase in adjusted

straight time hourly earnings for all wage earners subject to the War Labor Board's jurisdiction. "The workers of America are disillusioned by this change in wage control technique. But they have not been hypnotized into believing that an increase for some workers is an increase in the wages of all workers. Only statisticians can be confused by the magic of their averaging technique."

The dissenting report was signed by AFL Secretary-Treasurer George Meany, Vice-President Matthew Woll, Robert J. Watt and James A. Brownlow.

They emphasized at the outset that the record of the President's original 7-point anti-inflation program is a "sorry one" on every point save wage regulation, adding.

"The contrast between the results attained by the War Labor Board and those produced by the other agencies involved in the program is startling. Indeed, the control of wages has been so effective that the deficiencies of the entire program have been hidden from public view.

"Nevertheless, by some strange quirk of reasoning, whenever the program is lagging more than usual, the pressure is placed upon the one area of control that has succeeded. As a consequence, the thumbscrews have been steadily tightened upon workers until now they have been asked to forego even certain benefits which are conducive to healthful living.

upon by the membership at a regular branch meeting or a letter to the bank from the Secretary-Treasurer authorizing the depositing and withdrawing of funds in the name of the Seafarers International Union.

Our reason for this recommendation is that several times in the past, the Union has had difficulty in getting union funds that were in banks in the name of individuals, due to death or other reasons. Most recent experience was the one itemized in this report, as a result of the death of Olden Banks, Mobile Agent. These funds will be tied up for six months or more.

NEW BUILDING

Last year the membership went on record to assess themselves \$10.00 Building Assessment for the purpose of buying their own buildings. We are of the opinion that the Building Fund has sufficient funds to start negotiations for the buying of a building in New York.

Under the present lease of the Building of 51 Beaver Street, the rental could be saved and applied to the buying of the building, the rental of the basement and first floor would pay the taxes of the property. Under this set up we would be in the building rent free and have only the expenses of the upkeep.

Property now is available at

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Don't Surrender Conditions

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"education" in their leadership school, as well as a rallying point for their meetings, it is well that the Seafarers look at this and see just what's back of it.

First, what is a guaranteed wage and who is going to pay it? A guaranteed wage means that the one who accepts it will be forced to take any job assigned to him. This is easily seen as the shipowners, or any business man for that matter, is not going to guarantee anyone a specific amount of dough without something in return. A man would have to stay on whatever particular job he was on just as long as it was the company's pleasure. If he were fired for any cause (and we all know damn well that the shipowners can find plenty of cause) then his guaranteed wage would stop. If he quits of his own volition—then bang—there goes the money again. If he fails to return at the proper time while awaiting assignment for a job, and if he did not sit in the assignment hall until the very last minute, then there's even more reason why he won't get the 200 bucks.

The NMU officials are really plugging this dream of pie-in-the-sky and naturally it is to their advantage to do so. This

is easily seen due to their refusal to settle legitimate overtime disputes for their membership. Meeting after meeting, the rank and file of the membership in that union hit the deck and want to know, "Why can't, or won't the NMU officials settle their legitimate disputes?" Just why they won't settle these legitimate disputes is no secret, because in their haste to wine and dine the shipowners and give them nice banquets, they often times forget all about the men whom they represent.

Curran said a few years back at a rank and file meeting that: any time he was caught wining and dining the shipowners he would have turned phoney. This came from the Great Curran himself and was made at a time when the commie officials in the NMU were making a big fight for rank and file support from the NMU membership. This saying of Curran's has the sympathy of all seamen because all seamen mistrust officials who collaborate so very closely with the shipowner. Usually after such collaboration, it all winds up with a cut for the seamen in wages and conditions. In this case it happens to be conditions, for this is what Curran and Company have offered to throw away.

Here is a typical scene in the New York Dispatching hall. Dozens of men crowd around the dispatching board, looking over the jobs posted for the day. These SIU men have been bombed and torpedoed by the Nazis, kicked around by the WSA and the Coast Guard, but they keep sailing the ships in all waters and all weather.