



On Labor Day, at Kaisers' No. 1 yard in Richmond, California, the S. S. Andrew Furuseth slid down the ways. She is shown about to hit the water after having been dedicated in a ceremony led by the Sailors' Union of the Pacific. Walter McArthur, charter member of the SUP, an old friend of Furuseth and former editor of the Seamen's Journal, made the dedication speech. A large delegation of SUP men were present to witness the launching.

Atlantic-Gulf District Is Streamlined For '43

The entire Atlantic and Gulf District administrative apparatus will be trimmed and made more flexible to meet war conditions, according to a election resolution recently passed up and down the coast.

The resolution, which eliminates several offices which appeared on the 1942 ballot, provides for a more efficient set up in that patrolmen may be added or reduced from time to time as shipping is centralized due to the war emergency. Few patrolmen will be elected on the regular ballot, most of them being elected from the floor as need for their services arise in the various ports.

The positions of Gulf District Representative and Atlantic District Representative are eliminated entirely. This step was taken because of the fact that the SIU Washington Representative has taken over most of the duties formerly filled by the District Representatives.

It is felt that not only will the financial condition of the Union improve with the elimination of the unneeded offices, but the general efficiency of the Union will improve under the Resolutions provisions for flexible hiring of patrolmen.

The full text of the resolution, and the list of elected offices for 1943, follows:

A RESOLUTION

WHEREAS: Since the United States has entered the war the Atlantic and Gulf District of the SIU have found it necessary to close Two Branches of the Union due to the transfer of ship operations from these ports to other ports, and

WHEREAS: Numerous duly elected officials have found it necessary to take an indefinite leave of absence in order that their particular Branchs might continue to operate without a top-heavy pay roll, and

WHEREAS: This condition does not have a tendency to change very much during the next twelve months, which might cause the laying-off of additional Officials in one Port, and putting on additional Officials in other Ports where shipping might be centralized and

WHEREAS: According to our Constitution any duly elected Official on the annual ballot can demand that his wages be paid for the entire year whether the Port warrants the man's services or not, and

WHEREAS: The Constitution provides for the putting on of additional Patrolmen from time to time in any Port where the Membership deems it necessary, and

WHEREAS: Members who are elected off the floor to fill these tem-

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Dutch Seafarers Win Vital Demand

New York—ITF.—Satisfaction over the quick settlement of the recent Dutch seamen's conflict in American ports was expressed by Dutch union officials, representatives of the Netherlands Government in exile and the shipowners.

Negotiations which had been conducted for some time in London, were entirely successful and resulted in the establishment of a Dutch merchant marine post-war reserve fund as proposed by the unions, and abolishment of "spread over" working hours. Wage demands and other points will be considered at an early conference.

Lack of proper information on the progress of the negotiations in London led to the decision of the Dutch seafarers in New York and other ports not to take the ships out to sea. Union leaders, however, pointed out that the men's move was not to be construed as a strike since it in no way affected the movement, leading and service of ships within the harbors.

Spokesmen of the Dutch officers organization and the Dutch Central Transport Workers' Union, an affiliate of the I.T.F., lauded the Netherlands Government's readiness and cooperation in settling the controversy.

Canada Cuts Maritime Wages In Half

The following story first appeared in THE FEDERATIONIST, a Vancouver labor paper, and was sent to the LOG by the SIU agent in that port. The B. C. Seamen's Union, referred to in the story, is actually a branch of the SIU. It affiliated with the SIU at the International Convention held in San Francisco last April.

—EDITOR

On more than one occasion the present administration at Ottawa has been convicted, in the eyes of workers, of anti-union, anti-labor manoeuvring. But this week The Federationist uncovered the acme in exploitation of Canadian workers, a development in deep sea shipping circles which will rank with England's pressgangs of the Napoleonic Wars.

Tens of thousands of Canada's shipyard workers will learn with surprise and indigna-

tion the wages offered to Canadian seamen by the government, for navigating the ships they have built through the enemy-infested waters of the world.

Of course, the Liberal Government at Ottawa is not directly concerned in this set-up, as these new 10,000 ton freighters are turned over to the Park Steamships Limited by the War-time Merchant Shipping Limited and Park Steamships turn them over to private lines to run, but the different maritime

unions strike through this camouflage and hold Ottawa responsible for wages and working conditions on these new boats, many of which were built in Vancouver.

Just how do our Canadian seafarers fall into the toils of this Simon Legree?

Those seeking employment aboard these ships must first sign an application for admission to a Canadian Manning Pool, which is run by the Direc-

(Continued on Page 4)

SAILING SHIP PLAN TO BE ABANDONED

WASHINGTON, Aug. 31.—Inter-American Navigation Corporation, Government-owned corporation established over a month ago to purchase and operate wooden sailing ships in the Caribbean trade, may build small coastal Diesel powered vessels instead of sailing schooners for most of its operations, it was learned here today.

MONEY DUE

All Ordinaries who signed off the S. S. Alcoa Patriot Aug. 24, have differences in A.B. wages coming. Collect at 17 Battery Place, New York City.

SOMEONE IS BLOWING UP CURRAN'S PANT LEG

By OLDEN BANKS

Brothers, I just had the pleasure of looking over an article in Life Magazine, dated August 24, 1942. I assume from the tail end of the article that it was supposed to give to the public an idea of what the merchant seamen was contributing to the war effort. But who ever was responsible for the article in pictures, was surely blowing smoke up Joe Curran's Pants Legs.

The pictures said, in a little different words, that Joe Curran practically created the N.M.U. to save the seamen from oblivion. It goes on to say the N.M.U. is fighting a war; that since Germany invaded Russia naturally. It states in the article that Joe Curran's answer to Senator Copeland was the same as his answer to Congressman Dies—that he was not Communist. To the best of my knowledge nobody on the waterfront ever accused Joe Curran of being a Communist; everybody is well aware of the fact that he is only a Commie Stoooge.

The thing that caught my eye was, that the article only went back to Jan. 1936 when Joe Curran was Boatswain on the California in San Pedro, and led the crew out on a sitdown strike. It was very obvious that whoever was responsible for publication did not want Joe Curran prior to this date divulged in any way.

Now just for the records and the benefit of all concerned; Joe Curran signed articles on the steamship Santa Clara, Boatswain Aug. 18, 1934 and made three trips. At this time the International Seamen Union had a very intensive organizing campaign on both Coasts and it was impossible to lasso Joe Curran in the Union for the measly sum of \$3.00 which was the initiation fee at

this time.

On Dec. 29, 1934 Joe Curran signed articles on the steamship Virginia as Boatswain and the same thing happened on this ship. Organizers could not get anybody organized on this ship due to the fact that Boatswain Joe Curran would not join the Union. Around or about Feb. 1935 Joe Curran was working ashore in the Grace Line shore-gang for 50 cents an hour, and the painter's scale of wages was \$1.00 per hour. Now I just

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 OF NORTH AMERICA**
 Atlantic and Gulf District

Affiliated with the American Federation of Labor

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"THE SEAFARERS' LOG"
P. O. 25, Station P, New York, N. Y.
Phone: BOWling Green 9-8346

In Memorium

- ERNEST AVERETT Fireman
- ELMER BARBER Electrician
- ALLEN BARROW Waiter
- CARL BENNETTE Bos'n
- PHILIPPO CALAFATO Wiper
- WILLIAM CALDWELL Fireman
- WILLIAM CANNON Oiler
- PETER CARNEY Oiler
- SVEN G. CEDERHOLM A. B.
- LEONARD CHADWICK Messman
- NELSON FREE Oiler
- LAURENCE GALLAGHER A. B.
- KASPER GALLWITZER Fireman
- JAMES R. HARRIS Fireman
- WHITLEY HARRISON Electrician
- ERNEST HAUGEN Cook
- CHESTER HIATT Cook
- JAMES D. KEARNS Oiler
- PEDRO LAURIANO Messman
- HORACE LEE Messman
- CLARENCE LOWERY Messman
- ARTHUR LYON Fireman
- MITCHELL MARQUES Oiler
- ALFRED E. MAYER A. B.
- ROBERT E. MILLS Wiper
- THEODORE MORGAN Pantryman
- VICTOR J. PATROLA O. S.

LABOR LEADERS MEET WITH WPB CHAIRMAN



In an effort to bring some order out of chaos, organized labor has been demanding that it be given a voice in war production planning through the War Production Board. Donald Nelson, WPB head, resisted labor's demands up until last week when he agreed to appoint an AFL man and a CIO man as assistant administrators. The meeting pictured above worked out the details. (left to right) William L. Batt of WPB, AFL President William Green, WPB head Donald Nelson and CIO President Philip Murray. (Standing) George Masterson of the AFL, Clinton S. Golden of the CIO, Joseph McDonagh and Frank Fenton of the AFL, and Wendell Lund of the WPB labor production division.

Atlantic-Gulf District Is Streamlined For '43

(Continued from Page 1)

porary positions can be layed-off in the same manner whenever the Membership deems it advisable to discontinue his services, and

WHEREAS: With the centralizing of shipping moving from one Port to another on the Atlantic and Gulf Coast it will be necessary for the membership to carry out this form of procedure during the next twelve months, and

WHEREAS: The duties of the Atlantic and Gulf District Representatives are supposed to be confined to negotiations and clarifications of Agreements between the Shipowners and the Union, which has been frozen for the duration of the War, and

WHEREAS: We feel that the Agents in the Branches should be plenty capable of handling their duties which includes the settlement of disputes that arise aboard the vessels from time to time in their particular Ports, and that this Organization should be able to function properly for the next twelve months without the services of the two District Representatives, and

WHEREAS: The majority of disputes arising today which can not be settled satisfactory by the Agents usually are referred to our Washington Representative due to the fact that they deal with War Bonuses or matters pertaining to the WSA, and

WHEREAS: The financial status of our Organization for the past few months has been decreasing steadily due to the fact that we have too many duly elected Officials on the pay roll at some Branches where they are not needed,

THEREFORE BE IT RESOLVED. That we go on record to place the following Officials on the annual election ballot for the year of 1943:

- | | |
|------------------------|-----------------------|
| SECRETARY-TREASURE | NORFOLK—One Agent |
| BOSTON—One Agent | SAVANNAH—One Agent |
| PROVIDENCE—One Agent | TAMPA—One Agent |
| NEW YORK— | MOBILE—One Agent |
| One Agent | Two Joint Patrolmen |
| One Deck Patrolman | NEW ORLEANS—One Agent |
| One Engine Patrolman | Two Joint Patrolmen |
| One Stewards Patrolman | GALVESTON—One Agent |
| PHILADELPHIA—One Agent | SAN JUAN—One Agent |
| BALTIMORE—One Agent | |

AND BE IT FUTHER RESOLVED: That in the event an additional Patrolman is needed in any of the Branches that he be elected off the floor as a temporary Patrolman in that particular Port at a regular weekly business meeting, and

BE IT FINALLY RESOLVED: That in any of the Ports where more than one Official has been elected, the duly elected Agent of that Branch shall have the power to assign one of the Patrolmen to the duties of Dispatcher, Janitor, or combination Dispatcher and Janitor, during the period that business does not warrant both the Agent and Patrolman being on the water-front.

Signed by: JOHN HAWK
M. D. BIGGS
HARRY J. COLLINS

Lincoln on Labor

ALL that serves labor serves the nation. All that harms labor is treason to America. No line can be drawn between these two. If any man tells you he loves America yet hates labor, he is a liar. If any man tells you he trusts America yet fears labor, he is a fool. There is no America without labor.

(Springfield, Ill., Oct. 1, 1954)

SIU Constitutional Provisions For Nominations

ARTICLE XIII

Nomination and Election of Officers, Atlantic and Gulf District

Section 1. The regular officers shall be elected annually and shall hold office for one year, or until relieved by their regular successors in office.

Section 2. Nomination of regular officers shall be made at all branches in the regular meeting held during the last two meetings in September. Any member who can qualify may nominate himself for office by submitting, in writing, accompanied by the necessary proof of qualifications listed in sub-sections (a), (b), (c), and (d), his intentions to run for office, naming the particular office. Such notification to be in Secretary-Treasurer's office not before September 1st, and not later than October 15th of the year.

The names and roll-numbers of nominees, if obtainable at the time shall be recorded in the minutes. The Secretary-Treasurer shall pre-

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SOMEONE IS BLOWING UP CURRAN'S PANT LEG

(Continued from Page 1)

don't know what Curran or anybody else would call that, but in my books that is plain scabbing on the painters.

Some time in May 1935, Joe Curran joined the Eastern & Gulf Sailors Association at New York and never paid any more dues until some time in Sept. 1935. He immediately got himself in bad standing in the Union; which is bad Unionism in anybody's Union. Now get me straight, I am not digging out of the closet skeletons, but gaze at the title of the article, "N.M.U. is a Union fighting a War," and then look back about eighteen months when this same outfit was blasting everybody that was not opposed to the Lease Lend Bill, and you remember all the buttons that they were flashing all over the country, "The Yanks Are Not Coming".

That's when Germany was invading Poland and Norway and all

the rest of the democracies, that's when Stalin and Hitler were playing hide and seek, that's when the Eastern Steamship Co. had an agreement with S. I. U. of N. A. and they were sending the ships across to bring back refugees, when the S. I. U. of N. A. was striking the ships for higher bonus and the N.M.U. sailed the same ships.

Ah-ha, but after Hitler invaded Stalin, Joe Curran and cohorts immediately about face and declared themselves all out for the War against the Axis.

The article went on to say that the N.M.U. job to see that the ships were fully manned before leaving port. I guess that's right because one of the N.M.U. ships has been tied up here over two weeks without a crew and up to this time she is still waiting for a crew.

WHAT'S DOING

Around the Ports

NEW ORLEANS

This is to be (I hope) the swan song from this corner for some time. Now that I am leaving I can get in a couple of licks that all the pic cards have been wanting to but couldn't because after all the ones that we are talking about are the ones that pay the freight. That is the attitude that some of the members seem to take. It seems to be that some of the boys think, "well by gosh I'm still paying my dues and this is the case I'm deserving something for it." The result is, more penny-ante chisling then the law allows. Members who a few short years ago had no book, or who were taken in after seeing what could be accomplished by the union, are the ones that raise nine-tenths of the present squawks. Your old timer who built the outfit and comes in with a beef has a beef, not an out and out case of trying to make something for the patrolmen to do.

If you think I'm out of line on the above, walk into your nearest hall and spend the day watching the proceedings around the hall. I'll bet that the pic-card, no matter where he is, spends more time on things that a few short years ago would have been never mentioned and don't mean a damn, than he does on needed beefs. Try and sit down and write a piece for the Log, or write a letter to some one and before you can do any more than get the heading on the letter, there will be a half dozen guys stick their heads in and want something. Some of them are O.K., the most are not, but the point I want is this: If the Mate turned a man to, then came around and interrupted as much as a pic-card gets, it then there would be jobs on the board till she was filled up.

All hands seem to think that the pie-cards are there for their special benefits. You hear the old war cry, "I pay your wages" times innumerable. Just to keep the records straight every Official from the Secretary-Treasurer to the Janitors also help to pay those self same wages. So how about it, the next time you walk into your hall and see the local staff sitting around reading the paper, dish out your beefs. But if you walk in and find the man trying to talk over the phone, write a letter, talking to someone, at least be courteous enough to wait for the man, don't interrupt. Of course, there are some of us that know not the rudiments of politeness, but the most of us are as well versed as the run of people so let's give the guy that takes the headache a break.

One more thing before turning this organ back to it's well deserved rest. I've filled a lot of space in the Log in the last few years, expect and hope to fill plenty more. Always have and always will claim that the guys that are so busy raising hell around the halls should take time out and send your stuff to the Log. Hear every once in a while about the guys that write in

but the Editor won't print your stuff. Well, Brothers, I've written plenty and its been published, so if you will write I'm sure that it will be too.

I've liked working for the outfit fine, met some of the best guys in the world, some of the phoniest, had some good beefs, had some bad ones, made some good decisions and some damn bad ones. In other words, thanks to all hands, and if we take care of Adolph in short order, then we can clear our decks and take care of John Shipowner.

Don't forget John is filling his war chest for after the present beef, let's hope we aren't dragging bottom with our hook when he starts action. The only way to be sure of this is to carry the strike assessment as an annual thing.

Steady as she goes.

—"ARMY"

P.S. Signed on today for points South and East, so any of your boys who are interested will meet you at torpedo junction.

—"ARMY"

NEW YORK

Well, here we go doing business at the same old place as usual. I hear that nominations for the coming elections will soon be in order, and I do hope that the membership will not have a popularity contest. I hope that they will nominate and elect officials that can cut the mustard and not sit around and pass the buck to others, for if ever in the history of our Union we needed competent officials, now is that time. So, let's get together and do some serious thinking on this matter.

Another thing that is confronting the Union at this time is those so-called members that have been working ashore for the past year or eighteen months. They come into the hall with a hard luck story that would soften the hardness of hearts and they are given a trip to straighten out their book. Then as soon as the trip is over, instead of paying up, they beat it ashore deliberately to avoid paying their dues. I believe a more drastic interest in this kind of a man by the members of the crews are in order. The least that we can expect from a bum like this is, if he's going to go for a boatride we should collect the fare (?) (catch on).

Another thing that we should remedy is the chisler that takes out a shipping card on Friday morning and does not report to the ship until Saturday noon at 12:30 and then turns too and works from Monday at eight o'clock till 12 noon and then quits and wants the Union to collect (4) days' pay for him. He sure as hell could not collect this himself, so why ride the Union and ask us to stooge for him. Then there is another type of Super-militant that is turned too to do a job at four-fifteen and instead of quitting at five o'clock he works till six-thirty and then he expects to collect overtime for this. After all, the fact that he was turned too, and also the fact that the

Bos'n forgot to knock him off at ten minutes to five is no excuse for him to do a thing like this. Further, if you care to get technical about this the Bos'n will be put on the spot for not knocking the man off.

Yes, this and a lot more phoney beefs are not doing the Union any good at this time, but here is the highlight of them all. A man is signed on a ship as Oiler. He works a week and as we are short of deck engineers he is allowed to be promoted on the ship. Friday noon he comes into the Hall and registers and re-ships on the same ship as a deck engineer. He then turns too and works Friday afternoon and Saturday. He quits Saturday and the captain pays him off, but the man is not satisfied with his money. He states that he has been gyped because the captain did not pay him a day's pay on Friday for being an oiler and a day's pay on Friday for being a deck engineer. In other words he wanted to be given two days' pay for two different ratings on the same day—nice work if you can get it.

I guess that I could go on and on but I believe if I put into print some of the things that has been brought into the office you would laugh your head off so I better quit while the quitting is good. So let's get together and cut out these phoney beefs, for as we stated earlier, that this is not too good for the Union.

—H. J. COLLINS

MOBILE

Well, brothers it happened yesterday. We shipped a full crew for a Waterman ship, and we had to give back shipping cards. There were more new faces in the hall at one time than yours truly has seen in many a day.

The Draft Boards are reclassifying all the shipyard workers and there sure is a lively line around the Hall now. The questions are all the same. I want to get straighten out with the Union; I am figuring on going back to sea.

The environment at the shipyards is not the same it seems.

Things around this part of the country are very slow for the present. The convoy system has slowed down things considerably, but as long as it takes the ships through safe, that's O.K. with me.

Brother Ray Sweeney was in town for Monday night's meeting and he sure is enjoying his vacation. Well, I guess he is entitled to pull his hair down after more than a year at Pie-carding. If anybody thinks that a PIE-CARD is not entitled to go places once in a while, it will soon be time for the annual elections of officers so now is the time for all good men to come to the front, and get your name on the ballot and try some of this PIE. So until later I will be seeing you and keep them sailing.

—OLDEN BANKS

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

ATLANTIC and GULF DISTRICT

Secretary-Treasurer's Office

Room 213 — 2 Stone Street, New York City
P. O. Box 25, Station 2 Phone: BOWling Green 9-8446

DIRECTORY OF BRANCHES

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TAMPA	208 So. Franklin St.	Tampa MM-1323
MOBILE	55 So. Conception St.	Dexter 1449
PUERTO RICO	45 Ponce de Leon	Puerto de Tierra
GALVESTON	2014 Market Street	Galveston 2-8043

Out of the Focs'l

by
J. L.

The seamen are getting recognition these days. New insignias have been issued by the U. S. A. which identifies the seaman and allows him to enter USO and other recreation centers. Then the offer of Kermit ROOSEVELT, of his home in Oyster Bay, for the convalescence of torpedoed seamen, and the home of the Ambrose Clark estate in Cooperstown, (where John Kazay spent a few weeks) for the same purpose, is making seamen glad that the American public has not forgotten them.

We were amused with the stories Ray Trumbauer and Henry Maas had to tell us about the Azalea City, Captain Albert Nielsen and Benny (Punchy) Narinsky. Both of them thanked the crew of the previous trip (of which we were a member) for straightening-out the old man. He was very much more considerate of the crew, so say Ray and Harry.

Paul Jones informs us that Richard Randolph (Whitey) White has been brought back from San Juan and is recuperating from his injury aboard a torpedoed vessel. We regret to hear that L. D. Headington was lost recently. We remember him when he was second Cook aboard the Azalea City, and how we used to harmonize in the evening. George Willis was recently lost when an amonia tank exploded and he was suffocated by the fumes.

Things are quiet around Headquarters these days. Harry Collins is on vacation, probably in Philadelphia telling the boys how he handled those gazoneys in New York. Ray Sweeney is enjoying his vacation in Mobile, eating grits and gravy. Floyd Miller was away for a week, looking for his gal in Kalamazoo. Goldie is probably in Oshkosh. Red Brady took a ship to Baltimore. Walter Walsh finally got his OK from the Navy and will be able to ship so things are quiet around here.

RESOLUTION TO APPEAR ON 1943 BALLOT

Whereas: At the present time the seamen of America are making more money than ever before in the history of the seamen;

Whereas: When the present war is over the seamen will again be engaged in a fight for existence with the shipowner who at the present time is filling his war chest in preparation for the coming struggle, and

Whereas: The history of the seamen's labor movement proves conclusively that after such an upheaval as at present is going on in the world, they are always throttled and browbeaten—as for instance 1921 and the Lake Carriers set up, and

Whereas: The 1934 and 36 and 37 strikes proved the need of ample funds when engaged in a major strike, therefore

BE IT RESOLVED: That the Constitution shall be amended by adding a section to Article No. 26, this section to be known as Section No. 8. A strike fund shall be maintained, the strike fund to be kept separate and apart from any or all other funds in the Union. An annual assessment of \$3 shall be levied for this fund. And further,

*BE IT FINALLY RESOLVED: That if the members accept this resolution, it be published from time to time, as space permits, in the Seafarers' Log before the time of the election. This is to acquaint all members with the intent of the Resolution. And further, that the resolution shall be placed on the annual election ballot.

(signed) Alfred Stewart No. 764
Adalbert Gawronski No. 21265
William Hamilton No. 3400
Harry J. Collins No. 496
Arthur Thompson No. 2888

JUDGE BARS MOVE TO DEPORT SEAMAN

BALTIMORE, Aug. 27—Federal Judge W. Calvin Chestnut ruled today that immigration officials may not return a deserting seaman to the site of his government-in-exile but must return him to his native country or allow him to remain in the United States.

In an opinion handed down following a habeas corpus hearing, Judge Chestnut ruled in the case of a Greek seaman, Stamatis Nikolaou Moraitis, that existing Federal statutes did not substantiate the government's argument that the man could be returned to London, present site of the Greek Government-in-exile.

The Judge added, however, that immigration officials, in his opinion, had the right of holding the seaman without bail for "a reasonable time and in this case, a year would not seem too long."

150 Ship Launchings Labor Day Feature

The Navy Department shared in the celebration of Labor Day by arranging to have yards throughout the nation launch or lay keels of more than 150 naval vessels of all types — destroyers, submarine chasers, motor torpedo boats, and others. Organized labor was invited to participate in programs at the yards in 75 cities.

INFORMATION ON INSURANCE PAYMENTS

After you have designated your beneficiary, inform that person. In the event that you are one of the unfortunate seaman who does not return from sea, it is not necessary for your beneficiary to retain a lawyer to collect the \$5,000 insurance benefit.

Tell your beneficiary to contact your union hall for full information. This money could be collected without a lawyer and at no cost to the beneficiary. Some attorneys are charging as high as \$1,000 to collect the insurance.

Canada Cuts Maritime Wages In Half

(Continued from Page 1)
tor of Merchant Seamen, Department of Transport, Ottawa. In signing this form besides giving all his "vital statistics," the applicant "undertakes to comply with all conditions as outlined in this application form."

Among the "Conditions of Entry to Manning Pool" are Clause (c): From date of admission to a Canadian Manning Pool, the officers or seamen concerned will receive board, lodging and pay whilst in the Pool, but on the definite understanding that the officer or seaman concerned thereby undertakes to go to sea in his own capacity, on any ship to which he may be assigned by the Regional Director of the Pool.

Very Low Wages

Clause (d) reads: Canadian officers and seamen while in a Canadian Manning Pool will be paid at the basic rates of pay applicable to the rank or rating last held, AND FOR THIS PURPOSE THE BRITISH NATIONAL MARITIME BOARD MINIMUM RATES WILL BE APPLIED. (See comparative tables below.)

Clause (f) reads: Advances on wages, only will be paid to officers and seamen while in the Pool. Such advances will not exceed \$15.25 per week in the case of officers and will not exceed \$8.50 per week for other ratings, provided that the basic rate of wages permits.

Apparently there must be wage scales below \$8.50 per week for those adventurous, patriotic workers who run the blockades.

Clause (d) is the one that has aroused maritime union officials to a fever pitch and a glance at the following comparative tables, will disclose the reason for the high temperatures:

	1.	2.
Chief Officer	\$150	\$275
Second Officer	130	225
Third Officer	105	190

Under column 1 are the monthly rates of pay, with no cost-of-living bonus, offered to the officers by the private com-

panies operating these ships on lease from the government. In column 2 are the wage schedules sought by the Canadian Merchant Service Guild, which is affiliated with the Trades and Labor Congress of Canada. The Guild also asks for war bonus, when the vessels operate in a war zone (which now includes everywhere) as well as a cost-of-living bonus as set up by the Federal Government. The operators offer a war bonus but no cost-of-living bonus. Similar disparities prevail for the engine room officers.

Attention should also be drawn to the fact that seamen and officers may be signed off at any port in Canada. Thus a Vancouver sailor might be signed off (and generally is) in Halifax and then has to pay his own way home.

The comparative monthly pay rates for the ratings are:

	1.	2.
Boatswain	\$65.50	\$130.00
Able Seaman ..	56.20	105.00
Ord'ny Seaman	41.70	85.00
Oilers	60.65	95.00

In column 1 are the rates offered to the men who sign up with the Manning Pool and the cost-of-living bonus is included. In column 2 are the rates paid to sailors, members of the B.C. Seamen's Union, who signed a closed shop agreement recently on a ship out of Vancouver, and received also \$15.80 cost-of-living bonus.

In submitting its pay schedules to R. B. Teakle, manager of Park Steamships Limited, the Canadian Merchant Service Guild stated:

"In making these recommendations this Guild has been careful to take into consideration comparative scales now being paid on American registered ships of identical size and tonnage and to be used in a similar trade to our Canadian vessels. In all cases the rates quoted by us are substantially lower than that being paid on American ships."

British Scale Low

Maritime union officials are at a total loss to understand why

Ottawa favors the British rates over even reduced American scales, especially when British rates in the past have been notoriously low amongst the "white" nations. "Are we men or are we limeys?" Canadian sailors want to know.

The government's method of handling this situation is viewed, in Vancouver labor circles, as an attempt to break down the living standards of Canadian seamen.

When seamen's wages were discussed this week by the Vancouver Trades and Labor Council, Vice-President George Gerard charged that the Government and private shipping interests are using the present emergency to capitalize on labor's patriotism. These wage scales were described as "absolutely scandalous."

Local union officials were quite outspoken in their condemnation of the manning pool system and its application form. W. Burgess of the United Fishermen declared, "There can be no total war effort as long as such conditions exist."

Signing the Manning Pool application form, union officials declare, effectively debars officers and seamen from organizing and bargaining collectively for better wages and working conditions; while the Pool itself, has been set up to displace a function performed by trade unions, that is, supplying qualified workers to jobs.

The Canadian Merchant Service Guild states, "In so far as the West Coast is concerned this organization is prepared to supply Masters and Officers, who have the necessary qualifications and are Canadian citizens, providing the scales for such positions are adequate."

The B.C. Seamen's Union (AFL) is in the same position regarding the supplying of ratings.

Meanwhile, Ottawa and its dollar-a-year men remaining blissfully unaware of Order in Council P.C. 2685, the government's pious expression in favor of collective bargaining and union recognition.

SIU Constitutional Provisions For Nominations

(Continued from Page 2)

pare a list of names of nominees for each office and forward copies thereof to each Branch. Such lists shall be conspicuously posted in each office or hall. All full members shall be eligible for any regular office, provided:

(a) That he is a citizen of the United States of America.

(b) That he be a full member of the Seafarers' International Union of North America, in continuous good standing for a period of six (6) months immediately prior to the date of nomination.

(c) Any candidate for Agent or joint patrolman must have three years of sea service in any one or three departments. Any candidate for departmental patrolman must have three years sea service in their respective departments. Sea service as specified in this article shall mean on merchant vessels.

(d) He has not misconducted himself previously while employed as an officer of the Union.

Section 3. A committee consisting of six full book members in good standing, two from each department, shall be elected, whose duty it shall be to prepare the ballot.

All nominees who desire to become candidates shall have the necessary qualifications and acceptance in the office of the Secretary-Treasurer or the Committee on Candidates prior to the 15th day of October of each year. Nominees who shall fail to comply herewith shall be regarded as having declined the nomination. Ballots shall (a) bear the name of the Union, the month and year of election and instructions to votes; (b) bear the names of eligible and duly qualified candidates for each office arranged alphabetically with voting squares to the right of names; (c) have one blank line for each office in which member may write the name of any member whose name does not appear upon the ballot who must be qualified under the provisions of Section 2 of this Article; and (a) be perforated at the upper edge and perforated stubs numbered consecutively, beginning with No. 1. The Secretary-Treasurer shall cause to be printed, and shall forward to each Branch and retain for use at Headquarters, a sufficient number of ballots, and shall keep a record of the numbers of the first and last ballots so forwarded and retained. None but official ballots shall be used in any general election.

WORK CLOTHING PRICE FIXING RULES INJURE LABOR, BENEFIT PROFITEERS

Pursuant to his policy of giving profiteers everything they ask, Price Administrator Leon Henderson took a wallop at the purses of farmers and workers. Hereafter they will have to buy two or three suits of overalls or other work clothing where one suit sufficed heretofore. Here's how:

Retailers complained they were being gouged by manufacturers and asked for a higher price ceiling in order, they said, to continue handling work clothing.

Henderson met this demand by directing manufacturers to reduce prices to distributors, but opened the door for even greater profits by permitting the manufacturers to cut the quality of their product.

Overalls and other work clothing are to be made of lower-grade materials, pockets and buttons are to be eliminated, and triple-stitching of seams is to be replaced by single stitching.

Thus, the manufacturer retains his "margin," which Henderson admitted is too high, and the retailer is relieved of a "squeeze." The only unhappy persons are workers and farmers, who will wear overalls that will lose the tough durability necessary to stand up under the strain of hard work.

PERSONALS

DONALD A. BRADLEY
There has been a death in your family. Write home at once.

F. A. LEONARD
Next time you are in New York, see the Secretary-Treasurer in room 213. It is important.

HAROLD JOHN GARTY
Contact the F.B.I. in New Orleans in regard to your draft status.

GEORGE L. BROWNELL
Your mother is worried because you have failed to write her. Drop a line and let her know where you are.

DO NOT SHIP

Henry L. Mailhunt P 7551
Charles Hanford P 4238
William Robert Lyman P 6792
George R. Bainer P 2938
Arthur D. Cambria P 8016

ASSESSMENT!

Remember there is a \$2 Organizational Assessment which goes to the International.

The payment is, voluntary! How good-a Union man are you? Have you paid your \$2 obligation?

ATLANTIC AND GULF SHIPPING (Week of Aug. 31)

Registered	267
Shipped	448
On Hand	654