

Crime Commission Probe Reveals Union Bosses Rule NY Waterfront

NEW YORK (AP) — State Crime Commission witnesses say shipping firms must submit to mob rule, theft and padded payrolls to avoid labor strife on New York's vast waterfront.

The dock probe hearings, which went through a second session yesterday, are aimed at exposing racketeers which take an estimated \$50 million dollar annual bite out of the seven billion dollar yearly New York shipping business.

Thomas Maher, a 40-year veteran on the waterfront, testified how his employers—the Grace Line—listed a phantom employee whose wages went to an ex-convict.

Maher said Tim O'Mara, a public leader with a police record, collected more than \$25,000 in wages over a seven-year period for a non-existent employee known as "Edward Joseph Ross."

"What did O'Mara do to earn this money?" he was asked.

"Prevent strikes," Maher replied.

Maher, a member of the AFL International Longshoremen's Association (ILA), now is supervisor of hiring bosses for the Grace Line.

Maher testified he once had to re-hire a man, previously fired on charges of thievery, "on orders from 14th Street"—headquarters Joseph P. Ryan, ILA president.

Maher said the man, John Scanlon, from then on "did, maybe, an hour's work a day" and collected a full day's pay.

The witness corroborated earlier testimony concerning the theft of 10 tons of steel from a United States Lines pier. The firm gave up that particular pier after only six months' occupancy.

If watchmen turned in a thieving dock hand, Maher said, the longshoremen "would strike."

He further testified that the union decided whom he should hire as supervisory employes on his pier. If that wasn't done, Maher said, "you'd have a strike on your hands."

Earlier testimony described strike threats as coming from the longshoremen themselves rather than from the union.

Frank Russo, an ILA business agent admitted on the witness stand that he received \$1,400 from shippers over a two-year period. Russo denied getting the money to avoid labor trouble on the piers, saying:

"I didn't go out and ask them. I find (sic) most of it in my office when I went up."

In an earlier private appearance before the crime commission, Russo denied receiving any payments from shipping or stevedore firms.

Yesterday he told the probe: "I didn't have much schooling. I didn't understand the questions."

Commission member Ignatius Wilkinson commented: "You're not that stupid, Mr. Russo."

Vincent Carpenter, partner in the Davie Transport Company, testified that he paid \$600 a month for two years to Michael Clemens, a 44-year-old longshoremen whom the government describes as "the overlord of the East River docks."



FUNNY, TO THEM. Soviet Delegate Andrei Y. Vishinsky (left) seems to forget his defeat in United Nations Political Committee, which rejected his plan for Korean peace, voted 53-5 instead for India's plan. The Communist makes with the joke to the Polish delegation, which backed his play.

Escaped Cons Still Sought

CUMBERLAND, Md. (AP)—Three dangerous convicts were hunted in this Western Maryland area today and police also kept watch on the Charlestown, W. Va., race track.

The three being sought are the only ones still at large after 10 prisoners made a mass break for freedom at the Western State Penitentiary in Pittsburgh last Sunday.

The search here was concentrated in a section of the city where

a stolen car was located yesterday. It was the second of two stolen cars which turned up in this vicinity after they were reported missing in Oakland, Md., and Mounts-ville, W. Va.

Authorities kept a wary eye on the race track, 88 miles southeast of Cumberland, on the theory the escapes might be trying to make some easy money. State police here got word that one of the fugitives, Vigil Toney, 41, had remarked he could make some money if he could get to a race track.

Authorities described the trio as the most dangerous of the bunch that fled.

More Safety Work Needed

PORTLAND (AP)—Some progress has been made in the industrial safety program, but there still is too much buck-passing, a speaker told the fourth annual Industrial Safety Conference Thursday.

Ray Carr, a panel chairman, said there was too much inclination for plant officials to duck responsibility in the program.

"Most accidents are due to outright carelessness, not to the failure of machinery," said another speaker, Loran Stewart of the Bohemia Lumber Co., and a state representative from Cottage Grove.

The lumber industry still has need of many more safeguards. It is one of the most hazardous in the country, complained Ronald Reley, vice president of the Columbia River District Council of the CIO Woodworkers.

The group gave Gov. McKay a standing ovation on his appearance. He remarked it "might be his last public appearance as governor." The governor will become secretary of interior in the Eisenhower cabinet.

No cited progress made recently: A drop in industrial accidents from 58.91 for each million man hours worked in 1951 to 53.57 for the first half of 1952.

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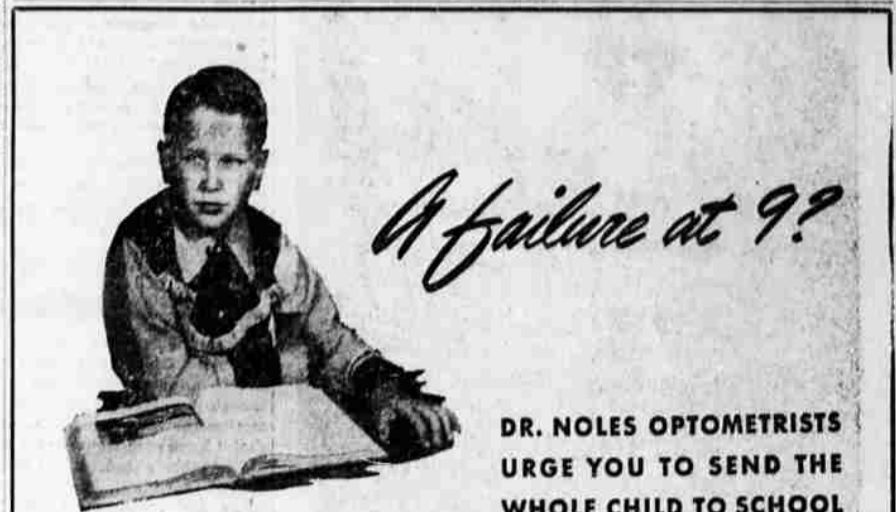
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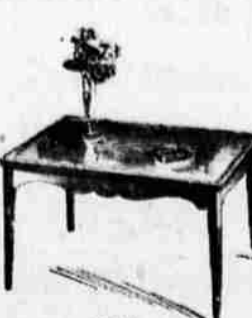
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