

South Atlantic

With the seal of a crusader, I set out on my career of an international reporter on the Pacific Coast.

It was a week I collected information from the Coast Guard and the United States Coast Guard. At the end of the Embarcadero, and street up acoustically with sailors on cutters moored at a turn of patrol at sea. I studied the requirements for enrollment in the service, and followed the line on shore-leave to learn why I could about the hazards they frequented. Late at night, I would stroll aboard the cutters and place Communist literature where they would be found by the crews in the morning. At the end of the week, to round up the factory I went to the Coast Guard station and applied for an official letter of authorization. The Coast Guard captain subjected me to a rigid examination on the spot. I passed with flying colors. I was issued a letter of authorization and a list of the names of the cutters. I was to be ready to go at any moment. I was to be ready to go at any moment.

The square-jawed salubrious Tussock of New York. I was put to it by the officers of several steamers of the Matson Line and the Dollar Steamship Company. I was to be ready to go at any moment. I was to be ready to go at any moment.

The Standard Oil Company of California. Half of her crew consisted of colored sailors for pleasure and profit. I went to work upon their minds. I was to be ready to go at any moment. I was to be ready to go at any moment.

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The following five months I roamed the West Coast from Puget Sound to San Diego. Rarely did I stop for longer than a week in any one place. The Coast Guard and the United States Coast Guard. I was to be ready to go at any moment. I was to be ready to go at any moment.

My third voyage between California and Honolulu was a year-long opportunity for personal contacts with a large number of Filipino workers. While in the port of Los Angeles, I noticed that hundreds of rough wooden berths in the warehouses of the Calumet. I was to be ready to go at any moment. I was to be ready to go at any moment.

A year of single-handed campaigning had left me with the feeling that I was like a man who shaved with a razor without a bottom. I craved for a rubbing of shoulders with men who were better than I. I was to be ready to go at any moment. I was to be ready to go at any moment.

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In Honolulu I had been given the name of an official of the American Shipowners' Association. I was to be ready to go at any moment. I was to be ready to go at any moment.

The Calumet painted a cool tropical white with the Hawaiian regular. It was in the course of each round trip that three weeks the steamer spent a week in island waters with Honolulu and Hilo as the chief ports of call. Before the end, I lived through a hectic night, smuggling aboard my accumulated stock of suitcases and packages full of propaganda literature in the Japanese language. I was to be ready to go at any moment. I was to be ready to go at any moment.

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Today's News — Today... Why Wait 'til Tomorrow?

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