

Round One In This Battle Goes to the Seamen!

The strike of the Seafarers' International Union for a higher bonus and for adequate war risk insurance is heading for a settlement. Withstanding one of the greatest assaults of the shipowners and their allies upon the men who work the ships, the Union has come out of the fray with its battle-flags waving high.

Sailors, blackgang men and galley crews are not slinking back to work with spirits broken, as the operators and the anti-labor caboodle expected them to. The men who sail the ships are once more manning

their posts with heads high and backs straight, like the undaunted Union men they are.

The strike has been one of many great battles between labor and capital. Round No. 1 in this battle has gone to the seamen who have shown that they know how to take it on the chin as well as how to throw a few punches themselves.

As things stand now, the men have agreed to go back to the ships, (Continued on Page Two—Editorial Column)



SEAFARERS LOG

OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT,
SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA



VOL. III

NEW YORK, N. Y., THURSDAY, SEPTEMBER 25, 1941

No. 19

WILL MEDIATE BONUS BEEF

Maritime Commission Out of the Picture; Men Return to Ships Pending National Defense Mediation Board Decision on Issue

Striking seamen of the Seafarers' International Union, assembled in Special Meetings on Wednesday morning, September 24., voted in 14 ports to release the struck vessels pending a settlement of the bonus and insurance issue by the National Defense Mediation Board. The dispute had been certified to the N.D.M.B. the night before by the Secretary

SIU & NMU Men Join to Back Boston Strike

BOSTON.—National Maritime Union men joined with Seafarers' International Union men to respect a picket line placed around piers here by the Sugar Workers' Union, a CIO affiliate. The CIO and A.F. of L. seamen showed their labor solidarity with the striking sugar workers when their ships came in to this port.

The ships involved are the Bull Line's S. S. Ellenor, manned by an S.I.U. crew, and the United Fruit Lines' S.S. Mayari, manned by an NMU crew.

Five hundred and fifty sugar workers in Boston struck, making the unloading of the sugar cargo carried by these two ships impossible. The strike was caused by the refusal of their employers to discharge a non-union man who, they said, attempted to foster discrimination against Negro workers by the company.

This action of labor solidarity is a pertinent reminder to all employers that working men will not allow their ranks to be split up by the base attempts to pit race against race or union affiliation against union affiliation. In fighting for their rights, this action shows, all good union men act as all for one and one for all regardless of race, creed, color or affiliation.

Ovid Hotard

Please contact your Mother in Algiers, La.

Pickets on the March at Alcoa Pier



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New Ship Sunk; F.D.R. Acts to Arm Vessels

Nazi submarines attacked and sank the S.S. Pink Star last Friday, 275 miles northeast of Cape Farewell at the southern tip of Greenland. The Pink Star was enroute to Iceland carrying (Continued on Page 3)

TELEGRAM FROM DEFENSE BOARD CHAIRMAN DAVIS

WASHINGTON, D.C., SEPT. 23, 1941
JOHN HAWK, SECRETARY-TREASURER
REPORT DELIVERY SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA, 2 STONE STREET, N.Y.C.
THE SECRETARY OF LABOR UNDER THE AUTHORITY OF THE PRESIDENT'S EXECUTIVE ORDER OF MARCH 19, 1941 HAS CERTIFIED TO THIS BOARD THAT THE DISPUTE INVOLVING THE AMERICAN MERCHANT MARINE INSTITUTE, PACIFIC AMERICAN SHIPOWNERS ASSOCIATION, THE WATERMAN STEAMSHIP COMPANY (Continued on Page 2)

of Labor, upon the specific request of the President of the United States, who asked that the ships be cailed at once on this basis, in line with the needs of Government policy.

The meetings were called at once by Secretary-Treasurer John Hawk, after he received a telegram from Chairman William H. Davis, of the Board, notifying him of the action of Washington. The strikers were in great spirits as they voted to return and practically without exception gave vent to their feelings that this was the first and most important sign of a victory for their cause.

Commission Ignored

The Maritime Commission, which had called a meeting of shipowners and unions for Thursday in Washington—a meeting that the S.I.U. specifically refused to attend due to the strike-breaking tactics of the Commission—has been left completely out in the cold by the settlement and will have no part in the deliberations at the N.D.M.B. which are scheduled to start next Monday in Washington.

A union committee, headed by Brother Hawk and M. D. Biggs, Gulf District Representative, is expected to leave for Washington to participate in the hearings of the Board. A square deal is expected from the N.D.M.B. in view of the fact that leaders of American labor are sitting on it to safeguard the rights of the working men.

The Maritime Commission's blustering attempts to intimidate the seamen with ultimatums calling for compulsory arbitration have fizzled. Their fink-herding, which resulted in the unsafe manning of three Alcoa freighters (Continued on Page 2)

Published by the
ATLANTIC & GULF DISTRICT
of the
Seafarers' International Union
of **North America**

Affiliated with the American Federation of Labor

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Round One Goes To the Seamen!

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with the understanding that the dispute would be settled fairly and squarely at negotiations around the table under the auspices of the National Defense Mediation Board. All they really asked for in the first place was a settlement in this fashion, with the shipowners talking in concrete terms. The operators held out. Now they have been forced to talk cold turkey. That was the main issue that brought on the strike. That's what the men wanted.

The steps taken so far toward a settlement are in themselves a tremendous victory for the striking seamen of the S.I.U. That is clear beyond a shadow of a doubt, when one considers the facts in the situation. Here they are:

1. The shipowners for five months have stood pat on the issue of the bonus and insurance. Their demand has been: *Compulsory Arbitration!* With the certification of the case to the National Defense Mediation Board, whose decisions are not mandatory but merely recommendations that leave intact the Union's collective bargaining rights, *Compulsory Arbitration* in the maritime industry has received a body blow. The seamen have that issue licked. *That's the FIRST point we have gained.*

2. The Maritime Commission entered the picture to implement the shipowners' demand for compulsory arbitration by a procedure of fink-herding unprecedented in maritime history. This behavior of the Commission, which is only the last of a whole string of anti-labor actions that include attempts to set up Fink Halls and to put over the Fink Book, placed that body in the position of an open enemy of the seamen, and its claims to impartiality could no longer be countenanced. For all of its *ultimatums*, for all of its blustering brass hat attempts at dictation, the Maritime Commission is left entirely out of the picture in the settlement up before the N.D.M.B. *That's what the striking seamen demanded before they would call off their picket lines. That's the SECOND point we have gained.*

3. The shipowners and the finky Maritime Commission had hoped, that by forcing through arbitration, which they knew the S.I.U. seamen would never accept, they could outlaw the strike in order to utilize the officials of the National Maritime Union to sow division in the ranks and to take over the S.I.U. ships. Not only did the militant rank and file seamen of the NMU spoil this little crooked game by their staunch solidarity with the striking seamen, but now the certification of the case to the NDMB establishes the S.I.U. action as a *BONA FIDE* strike in the eyes of all the public. *That is the THIRD point we have gained.*

4. With a strike broken, the shipowners and their handymen hoped to bring about disintegration in the ranks of the Union seamen and create a fratricidal struggle between S.I.U. and NMU. The present settlement of the strike puts the S.I.U. on the map as a seamen's union that can fight and win, a union which has to be counted with in determining the fate of the maritime industry in the future. This only serves to further the chances of uniting the ranks of all East Coast seamen better than ever. *That's the FOURTH point we have gained.*

We have won the first round in a glorious battle which has written another great page into the history of the American seamen's struggles. But the militants of the S.I.U. are not permitting their enthusiasm to run away with them. They are facing the future with sober judgment.

The case is up before the National Defense Mediation Board. That board has sitting on it leaders from the ranks of labor, who have to see that labor gets a break in the settlement of beefs. The strikers who are carrying out their end of the bargain and returning to the ships hope and

Will Mediate Bonus Beef; Maritime Commission Out

(Continued from Page 1)
with scab crews, did not weaken the strikers but boomeranged on this anti-labor crowd and brought the shipowners and their tools a stinging defeat. That this is not just a surmise but a fact is attested to by the comment in the newspapers. The *New York Times*, for instance, evaluates the developments in the strike as follows on its front page today (Sept. 24, 1941):

Certification, which was said in shipping circles here to have been taken on the President's order, removed the Maritime Commission from its anomalous (What a charitable word to use for fink-herding—Ed.) position of being at once a participant and a mediator in the costly dispute.

"According to reliable quarters here, Admiral Land, chairman of the commission, had been reluctant to turn over the problem to the Mediation Board and had hoped to settle the strike within the commission itself. (By outright brass hat strike-breaking methods, no doubt.—Ed.)"

"Some shipping men here felt, however, that the commission had maneuvered into an impossible situation since it seized three of the laid-up vessels last Thursday and became, in a sense, a participant in the dispute along with private operators."

The "Times" reporter is, of course, extremely cautious and highly benevolent to the Commission in describing its role. What he says, put into blunt words, is that the Commission acted so openly as a fink outfit in favor of the shipowners, that its attempts to retain even a semblance of an appearance as an "impartial government agency" turned out to be a complete joke, which even some shipowners could not swallow with a straight face.

And that's why the Union was so insistent in keeping these brass hats out of the picture in a settlement. That is also why the present disposition of the dispute is a big triumph for a Union which knows how to stand up and fight scabbing no matter from what corner it comes.

Sidney Hillman, Associate Director of the Office of Production Management, had initiated the

trust that the labor members of the NDMB will see to it that this government agency carries out its end of the bargain—that they will decide for the substantial increase in bonus pay and war risk insurance which is the vital need of the hour for them and their families. That is, after all, the prime economic cause, the all-important issue that affects the individual seamen, which brought about the present situation originally.

The Union has a mandate from the membership to proceed with a Secret Referendum Ballot that will empower the calling of a general strike. Under the constitution of the S.I.U., the poll in this referendum must go on as before. It is to be sincerely hoped, however, that such a decision will be forthcoming from the National Defense Mediation Board as will make it entirely unnecessary to have recourse to the expected outcome of the balloting in this referendum.

We have won a round. We are out to win the battle. This has been a great fight for a just and righteous cause. The men who are going back to man their stations on vessels that will surely face the threat of the Nazi marauder have reason to be gratified with the spirit they have shown and the points they have gained. Full justice to their demand for adequate compensation and protection to their loved ones will only fortify them in the hard and dangerous task that is theirs in the times to come.

TELEGRAM FROM DEFENSE BOARD CHAIRMAN DAVIS

(Continued from Page 1)

AND THE SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA AND THE SAILORS UNION OF THE PACIFIC THREATENS TO BURDEN OR OBSTRUCT THE PRODUCTION OR TRANSPORTATION OF EQUIPMENT OR MATERIALS ESSENTIAL TO NATIONAL DEFENSE AND HAS NOT BEEN ADJUSTED BY THE COMMISSIONERS OF CONCILIATION OF THE DEPARTMENT OF LABOR THE BOARD WILL HOLD A HEARING IN THIS MATTER ON MONDAY, SEPTEMBER 29, 1941 AT 10:00 A.M. E.S.T. IN ROOM NO 3522, NEW SOCIAL SECURITY BUILDING, WASHINGTON, D.C., YOU AND SUCH OF YOUR ASSOCIATES AS YOU DESIRE ARE REQUESTED TO ATTEND THIS HEARING. THE BOARD CALLS THE ATTENTION OF ALL PARTIES TO THE PROCLAMATION OF THE PRESIDENT OF THE UNITED STATES ON MAY 27, 1941, IN WHICH HE PROCLAIMED THAT AN UNLIMITED NATIONAL EMERGENCY CONFRONTS THIS COUNTRY WHICH REQUIRES THAT ITS MILITARY, NAVAL, AIR AND CIVILIAN DEFENSE BE PUT ON THE BASIS OF READINESS TO REPEL ANY AND ALL ACTS OR THREATS OF AGGRESSION DIRECTED TO ANY PARTS OF THE WESTERN HEMISPHERE THE PRESIDENT SAID (Quote) I CALL UPON ALL THE LOYAL CITIZENS ENGAGED IN PRODUCTION FOR DEFENSE TO GIVE PRECEDENCE TO THE NEEDS OF THE NATION TO THE END THAT A SYSTEM OF GOVERNMENT THAT MAKES PRIVATE ENTERPRISE POSSIBLE MAY SURVIVE I CALL UPON OUR LOYAL WORKMEN AS WELL AS EMPLOYERS TO MERGE THEIR LESSER DIFFERENCES IN THE LARGER EFFORT TO INSURE THE SURVIVAL OF THE ONLY KIND OF GOVERNMENT WHICH RECOGNIZES THE RIGHTS OF LABOR OR OF CAPITAL (End Quote) THE SHIPS NOW TIED UP AS A RESULT OF THIS DISPUTE ARE VITALLY AND IMMEDIATELY NEEDED FOR THE TRANSPORTATION OF DEFENSE MATERIALS WITH COMPLETE CONFIDENCE IN THE LOYALTY AND PATRIOTISM OF THE STRIKING MEMBERS AND OFFICIALS OF THE SAILORS UNION OF THE PACIFIC AND THE SEAFARERS' INTERNATIONAL UNION, THEREFORE THE NATIONAL DEFENSE MEDIATION BOARD CALLS UPON THEM TO RETURN TO AND OPERATE THE SHIPS PENDING THE BOARD'S CONSIDERATION OF THIS DISPUTE. PLEASE REPLY.

NATIONAL DEFENSE MEDIATION BOARD
BY WILLIAM H. DAVIS, CHAIRMAN

first moves to get a peaceful settlement earlier in the week, in conversations with Hawk and other Union leaders. The OPM labor division was spared the need of acting when the case was certified to the N.D.M.B.

The certification came just as the Union was preparing to tie up a large number of other foreign-run vessels due to reach East Coast ports and just as steps were being taken to extend the strike to Alcoa's ships going to non-belligerent waters. Meanwhile, individual shipowners were beginning to call up in rapid succession, declaring their readiness to conclude separate agreements if they could see the dead hand of the Maritime Commission lifted from the dispute.

Rank and file pressure from the militant membership of the Na-

tional Maritime Union had, in the meantime, constricted any damaging moves that might have been contemplated by Curran and the rest of their officialdom. Curran was forced to pursue a hands off policy in the face of this gratifying show of solidarity on the part of all seamen, regardless of their S.I.U. or NMU affiliation. He was likewise compelled to refuse the offer of the Maritime Commission to come to a conference on Thursday, which was the last straw for that outfit in its efforts to bust up the beef.

With a settlement apparently well on its way, the Union membership expressed an attitude of "not taking any chances," ordering the Union to proceed according to the constitution and go through with the Secret Referendum Ballot on a General Strike. Ballots are being printed and will be issued as soon as off the press.

Prepared to Sail

The general feeling among the men is, however, that a good decision from the National Defense Mediation Board will make resort to a General Strike unnecessary.

As this is being written only a few of the smaller ports have not yet been heard from as to their vote on releasing the ships and accepting mediation. But, from the looks of things, with most of the results in, preparation for an immediate return to the ships can be undertaken at once.

Feeling among the strikers is that they have won a round and that they are going to win the battle. Enthusiasm for the Union is running high all over the waterfronts. The S.I.U. men have conducted themselves in this strike with militancy, determination and Union consciousness that leaves nothing wanting and that shapes up with the best traditions of the 1934 beef and of the other historic seamen's strikes in the past.

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**Resolution on General
Strike Referendum**

WHEREAS: In an agreement reached on March 21, 1941 between the Seafarers' International Union and the Seas Shipping Company for an increase in the Bonus rate on ships running into belligerent and dangerous waters, the Union and Company agreed to certain conditions, one condition being, to quote:

"IT IS FURTHER AGREED THAT THIS BONUS AGREEMENT MAY BE REOPENED FOR THE FOLLOWING REASONS: THE COMMITTING OF AN AVERT ACT, OR THE DECLARATION OF INTENT TO COMMIT AN OVERT ACT, ON ANY AMERICAN SHIP, REGARDLESS WHERE IT MAY BE, DUE TO BOMBING, SINKING, MINING OR THE FIRING OF GUNS THEREAT OR THEREON, OR SHOULD ANY PORT OF CALL OF THE SHIP BE ATTACKED, BOMBED OR INVADED"; and

WHEREAS, The Waterman and the Alcoa Steamship Companies have also signed the above agreement, and

WHEREAS, The S.S. Robin Moor of the Seas Shipping Co. was torpedoed by a Nazi submarine after this agreement was signed, and on June 12, 1941 Secretary-Treasurer John Hawk notified all the companies that were signatories to this agreement that the Union wished to reopen negotiations within forty-eight hours for an increase in bonus pay, as per the agreement, and

WHEREAS, On June 16, 1941, at a regular meeting held at Headquarters, the membership elected a committee to assist Secretary-Treasurer Hawk to negotiate a new War Bonus Agreement, and

WHEREAS, This Committee met with the shipowners and the latter claimed that there was no added danger, regardless of the fact that the S.S. Robin Moor was torpedoed by a Nazi submarine, and in violation of their agreement refused to grant any bonus increases, and

WHEREAS, The membership saw fit at that time to tie up several of the Robin Line ships through action taken by the membership and these ships were released on July 8, 1941, pending a conference that was to be held at Washington, D.C., for the purpose of adjusting bonus rates, and

WHEREAS, A Committee, including Secretary-Treasurer Hawk and Gulf Representative M. D. Biggs, went to this conference in Washington, D.C. and the shipowners again violated their agreement by meeting separately with the Masters, Mates and Pilots and the Marine Engineers, and excluded the Union's representatives from this conference, although the agreement specifically called for all interested seamen's organizations to meet jointly, and

WHEREAS, The Maritime Commission took charge of this conference and allowed the conference to break up, with the Bonus question remaining unsettled, and

WHEREAS, Secretary-Treasurer Hawk and Gulf Representative Biggs, upon their return to New York, held two more conferences with the shipowners and tried again to come to a satisfactory agreement for an increase in bonus rates as per the previous agreement, but their meetings brought no increases whatsoever, the shipowners refusing to budge, and

WHEREAS, The U.S. Maritime Commission has given orders to all the ship-owners not to come to any agreement with any Union regarding an increase in bonus rates for ships going through dangerous waters, and has ordered the Unions to submit to compulsory arbitration, thus depriving the Unions of their collective bargaining rights with the employers, as guaranteed under the Wagner Act, therefore be it

RESOLVED: That the Union will at all times meet with the Shipowners to negotiate for a peaceful settlement of the Bonus question, and be it further

RESOLVED: That Secretary-Treasurer John Hawk be instructed to call a strike on all of the ships of any company that we have struck for an adjustment in Bonus pay, regardless of where the ships are scheduled to go, if that company mans their ships with scabs before any settlement is reached, and be it finally

RESOLVED: That Secretary-Treasurer J. Hawk immediately issue ballots calling for a General Strike on all ships under contract, or on ships that we have under negotiations for a contract, as provided in our constitution, ARTICLE XXVI, SECTIONS 1-2-3-4-5-6 and ARTICLE XXVIII, SECTIONS 1-2-3-4.

(Adopted at SIU Meetings of September 22, 1941.)

**New Ship Sunk; We KNOW Who Is Paying
F.D.R. Acts to These Fellows Off!
Arm Vessels**

(Continued from Page 1)

supplies for the U.S. military garrison that is stationed there. She was being escorted by a Canadian convoy.

The Pink Star was owned by the United States government and flew the flag of Panama. She was sunk at the very moment that the U.S. Maritime Commission and the American shipowners were attempting to break the SIU strike for increased war-bonus

President Roosevelt immediately responded to this latest attack upon American shipping and announced that arming of the country's merchant ships would be the answer to the German U-boat campaign. The President's actions left no doubt that the Government recognizes the waters of the Atlantic as extremely hazardous for merchant ships flying the Stars and Stripes.

Twenty-three survivors have arrived at Reykjavik, Iceland, in good condition, according to the State Department. It has not been announced how many seamen lost their lives in the brutal attack.

The Nazis make no bones about the sinking. They readily admit it and imply that many more American seamen will have their ships shot from under them in the near future.

According to the N. Y. Times, official Berlin sources said that the sinking was "in accordance with the laws of war."

Back in the United States the Maritime Commission is still trying to convince the seamen that there is no danger in sailing the Atlantic and that they are not entitled to a war-risk bonus.

**Warns About
C.P. Rattlers**

A few days ago President Roosevelt made a speech to the American Public in which he referred to the Nazis as a rattle snake. We in the Maritime industry know another rattle snake that's a danger to Union men, and that's the Communist Party.

In our present strike for higher bonuses, we have been given the choice of arbitrating or having our jobs taken by Hoffman Island finks!

We in the Maritime industry realize that the C. P. is for all-out-aid to England and the Soviet Union, and they don't want anything to stand in the way.

At a later date when, and if, the government does succeed in sailing these three Alcoa ships, the C. P. machine will call for an election to decide what union will represent them. They have no shame. Nothing must hinder the C. P. power in the labor field.

The latest issue of the NMU "Pilot" has a vague explanation of the present SIU strike. It seems they try to impress the men in the marine industry that our fight against exploitation is really an attempt to smash labor progress. A pretty weak attempt to cover their finky tactics at the recent bonus conference in Washington!

If this C. P. controlled organization were really interested in advancing labor's rights, they would right now be out on a united front with us in the fight

Every strike situation is infested with the usual quota of vermin—such as finks, rats, finger-men and the like. The very lowest of these is a type known as "agents provocateurs." This kind of a louse appears in the guise of a "striker" and often lets loose the wildest kind of talk in the name of the "rank and file" trying to stir up trouble, to split the ranks, to provoke violence, etc., in an effort to be of service to the employers.

The present strike of the Seafarers' International Union for a higher bonus could hardly have been expected to be an exception to the rule. However, these types turned out to be particularly slimy in the case of the present beef.

A mimeographed circular made its appearance on the waterfront with the heading "WHY?" This product of a diseased mind had the following to say, among other things:

"There is something very fishy about this whole strike. . . .
"We have a right to ask where we're going and who is leading the way. What are their connections? ARE THEY GETTING PAID BY SOMEBODY? AND WHO IS PAYING THEM?"

"There is the question of NATIONAL DEFENSE. How does that figure in this thing? Are we being used as stooges for persons opposed to NATIONAL DEFENSE? What are we going to do about it?"

This dribble is signed "SIU Rank and File Committee."
TO DATE, THERE HAS NOT BEEN FOUND A SINGLE RANK AND FILE MEMBER (LET ALONE OFFICIAL) OF THE SEAFARERS' INTERNATIONAL UNION WHO HAS IN THE SLIGHTEST IDENTIFIED HIMSELF WITH THIS PHONEY "RANK AND FILE COMMITTEE."

Whose work is it? And what purpose does it serve? Just a glance at the circular is enough to establish the authorship of this scurrilous attack.

Consider these facts:
1. Who are the people who shout the loudest about "National Defense" being held up when working men are out to get a just increase in pay?

Naturally, it is the employers and their STOOGES. There has not been a single strike since the outbreak of the war in Europe in which the red herring of "National Defense" has not been raised as a smoke screen to prevent the strikers from exercising their constitutional right to bargain collectively and to back up that right with strike action!

2. Who are the stooges of the employers that carry on this barrage of "National Defense" hollering under all kinds of false faces?

Well, there is the so-called "impartial" brass check press, in the first place.

Then there are all the agents of the employers in government agencies like "Banana" Robson of United Fruit, who acts as an "impartial" official of the government in his capacity as a \$1-a-year man on the Maritime Commission.

Lately these have been joined by the most malignant anti-labor stooge of all: THE COMMUNIST PARTY!

Ever since Hitler attacked Soviet Russia, these Stalinite parasites in the labor movement have been joining the cry of "National Defense" every time a Union has raised the banner of struggle for a just demand.

Under the guise of helping the workers of Russia in their bitter fight against the Nazi pest, these lickspittles of Joe Stalin have been beating the drums of "National Defense" along with the other stooges to defeat the fight of the American workers against their own foes, the profit-swollen employers right at their own door-step.

As if the Russian workers could win in the end against Hitler, if the workers everywhere else were crushed and deprived of their rights!

Doing the bidding of the little clique of bureaucrats in Moscow at every turn, AND DISREGARDING THE REAL INTERESTS OF LABOR, these Communist Party betrayers do not confine themselves to heaping abuse upon the militant labor men.

They go the other employers' stooges one better. They undertake to act as rats and "agents provocateurs" RIGHT INSIDE THE RANKS OF LABOR.

That is what accounts for the dastardly circular issued in the name of a spurious "SIU Rank and File Committee" right in the midst of the strike for a higher bonus.

That is how these vermin show their hand and leave their mark upon this dirty piece of work.

As was to be expected, this sample of Communist Party stooling didn't get to first base. As soon as these rats came down to the waterfront in a car to distribute their poison sheets, they were recognized for what they were and driven away never to return.

to defeat the strike-breaking Maritime Commission.

Past records have shown the men in the marine industry that Curran has always worked with the government officials. That is part of the C. P. method to advance itself in politics.

It seems to be the intention of the C. P. to cover up these tactics by offering us some vague screen of sympathy. They admit our fight is militant, but then they claim that we are engaged in a move that will result in smashing the NMU wage conference with the shipowners.

When an organization such as the NMU takes such a weak stand, it proves to all militants that once again Curran and Company have sold out for a price.

As things work out, the Mari-

time Commission is acting as organizer for the Communist Party. The Commission seems to be promising the C. P. that if the NMU stays clear of the present strike, it will be rewarded with full control of all maritime unions.

Jos. S. Buckley, 312-G.

W. E. Shirah

You have a telegram at the offices of the Mississippi Shipping Co., New Orleans, La., c.o. E. P. Richard.

Rafe Tynan Salas

Get in touch with Local Board No. 4, Chatham County, Ga., American Building, Bay and Drayton Streets, Savannah, Georgia, at once.

TAKING THEIR TURN ON THE PICKET LINE



Another section of the picket line thrown around Pier 18 of the Alcoa Line in New York harbor. Behind this line lies the S.S. Evangeline. P.S.—She did not move a wheel.

Alcoa: A Story of Profits vs. Patriotism

When the Fink-herding Maritime Commission manned the Alcoa Banner and Alcoa Trader with scabs and sent them past the Statue of Liberty out to sea, they said they did it because "national defense" was endangered by the bonus strike. The Commission implied that the seamen were not "patriotic"—but that the Alcoa Line was!

This is far from the truth. To call the Aluminum Company of America patriotic, is like calling a Fink an asset to the human race.

Ickes Blames Them

The Aluminum Company has a monopoly on aluminum production in America and their unscrupulous efforts to keep their grip on that monopoly sabotaged the production of American warplanes this summer. Secretary of the Interior Ickes finally had to bring the whole thing before Congress before he could get Alcoa to "stop interfering in the defense of the United States."

Secretary Ickes made the flat statement that if the United States were forced into the war and then lost the war, a large share of the blame could be placed directly on Alcoa.

The reason Alcoa was able to sabotage national defense was because it controlled both the sources of raw aluminum and the refining plants. Just like Al Capone in his hey-day, nobody was able to muscle in on the business.

Blind to Needs

When the war broke out, the aircraft industry needed more aluminum than Alcoa could produce. Alcoa refused to build more factories because it would have no use for them after the war ended. It refused to let anybody else build factories because that would mean competition, and competition would bring the price of aluminum down.

Alcoa's lust for more and more profits blinded it to the needs of the country; just as today its lust for more and more shipping blinds it to the needs of the seamen.

The full story of Alcoa's "patriotic" actions is told in a book entitled "Business As Usual," written by I. F. Stone, economic expert for the New York newspaper PM.

He tells how Alcoa even resorted to bribes to keep other companies out of the business. "In 1903," Stone writes, "... (the) Aluminum Company of America paid the Cowles Company 1.5 million dollars to stop making aluminum. This monopoly has sought

to restrict production in order to maintain a higher price than aluminum could have commanded under competitive conditions.

Steps in Trust-Building

"Access to cheap electric power was... essential... in the maintenance of the... monopoly, and the Aluminum Company has done its best to control and restrict the supply of power as it had the supply of raw materials. The aluminum trust became a power trust."

(And we might add—is trying to become a shipping trust.)

For years Alcoa has been trying to grab complete control of the rapid waters of the St. Lawrence for its power plants and to keep out everybody else. Stone tells how these nefarious plans were thwarted.

"Twice, the Aluminum Company had within its grasp the exclusive control of this water power. Last minute fights by two Governors of New York, Charles Evans Hughes in 1907 and Alfred E. Smith in 1926, saved these resources from monopoly. But the political and economic power of Alcoa and its allies is still strong enough to keep the people of this country from developing the St. Lawrence (for themselves)."

Stone reveals how Alcoa has obtained control of aluminum production not only in the U.S., but also in Norway, Italy, France, Austria, and even Germany.

"Aluminum Company of America was only one of the more striking examples of the way in which the habits of monopoly and big business impeded the mobilization of our productive resources for the defense of our country," writes Stone in conclusion. "Not only the size of our electric bills but the safety of our country now depends upon whether or not we can break the grip of monopoly on the power needed to turn bauxite (aluminum) into planes."

This is the story of the profit-lusting company that now tries to break the seamen's strike while waving the American flag. Alcoa is the fink of American industry, no wonder it dislikes union men on its ships.

'Banana' Robson: A Career in Union Busting

(The following is a circular that was issued by the SIU-SUP last Sunday and got such a good response, that we have been asked to print it in the "Log" for the benefit of those who haven't seen it.—Ed.)

NMU Men! Your Eenemy "Banana" Robson Is Out to Break the SIU Strike!

Fellow Seamen of the NMU!

Your own enemy of long standing, H. H. "Banana" Robson, is THE MAN BEHIND THE SCENES in the present attempt of the Maritime Commission to break the strike of the Seafarers International Union on the Alcoa ships.

"Banana" Robson is the DIRECTOR OF THE EMERGENCY SHIPPING DIVISION of the U. S. Maritime Commission as a phoney "\$1-A-YEAR" man!

"Banana" Robson was lobbied into this job—which carries a \$25 a day "expense account"—by his pals in the anti-labor United Fruit Company and other open-shop shipowners!

For years, Robson, as General Marine Superintendent of United Fruit, kept two-thirds of that line's ships under British and Panamanian flags in order to avoid paying the American standard of wages. When the lucrative mail order contracts were assigned by the Government, Robson took the U. F. ships over to the American flag in order to collect the subsidy gravy, but continued to combat American wage and living standards by open-shop policies. For years Robson and United Fruit spent all kinds of dough in order to keep the powerful International Longshoremen's Association off their docks. As a reward, the shipowners lobbied him into his present job on the Maritime Commission where he would be in a position to strike blows at maritime labor under the cover of a "National Emergency."

That's just what "Banana" Robson is doing now! Afraid that the SIU strike on the Alcoa ships, if won, would bring war bonus pay for CARRIBEAN runs, ON WHICH UNITED FRUIT SHIPS PLY, Robson is moving heaven and earth to break our strike.

"BANANA" ROBSON IS AFRAID THAT IF WE WIN, HE WILL HAVE TO PAY THE NMU MEN ON UNITED FRUIT SHIPS THE SAME WAR BONUS! THAT'S WHY HE IS OUT TO BREAK THE SIU STRIKE ON ALCOA SHIPS!

THAT'S ALSO WHY THE SIU STRIKE IS YOUR STRIKE! DON'T PASS OUR PICKET LINES! SUPPORT THE SIU-SUP STRIKE!

Strike Publicity Committee, SIU-SUP.

British Labor Balks at Wage "Freezing"

(Spec. Correspondence to Labor)

LONDON, Sept. 11.—The British Trade Union Congress has rejected the government's proposals for "wage stabilization." This is a polite way of saying that wages should be "frozen" for the duration of the war.

But organized labor points out

Resolution on Appeal To Organized Labor

WHEREAS, the Seafarers International Union, Atlantic and Gulf District, is conducting a strike on ships going to belligerent waters for an increase in War Risk Bonus and War Risk Insurance, and

WHEREAS, the demands of the SIU for higher bonus pay and life insurance resulted from the increased sinking, bombing or shelling of American-owned merchant ships in recent months, viz., the S.S. Robin Moor in May, the S.S. Knoxville City and the S.S. President Buchanan in July, the S.S. Sessa in August, as well as the S.S. Steel Seafarer and the S.S. Arkansan as late as September 9 and 11 respectively, and

WHEREAS, in view of these repeated attacks on American merchant craft by Nazi and Axis forces, with dangers to the men sailing U. S. ships obviously increasing to the point of threatening their very lives, American seamen are indisputably justified in demanding adjustments in Bonus pay and life insurance to cover the additional risk and to provide for their women and children in case of fatalities, and

WHEREAS, previous agreements on ships going into war zones as concluded by the Union and the operators specifically stated:

"It is further agreed that this bonus agreement may be reopened for the following reasons: the committing of an overt act, or the declaration of intent to commit an overt act, on any American ship, REGARDLESS WHERE IT MAY BE, due to bombing, sinking, mining or the firing of guns thereon or threat, or should any port of call of the ship be attacked, bombed or invaded." — and

WHEREAS, in compliance with this agreement, the Union has made repeated attempts to negotiate peacefully with the operators ever since the sinking of the S.S. Robin Moor, a ship which was under contract to the SIU, as far back as last May, and

WHEREAS, after five months of fruitless endeavors to get an adjustment in bonus pay, with the shipowners brazenly maintaining in the face of one sinking after another that no increased dangers were accruing to American seamen, the Seafarers International Union was finally forced during the second week in September to vote at regular and special membership meetings of its branches in thirteen Atlantic and Gulf ports to declare a strike on ships bound for war zones, in order to enforce its justified demands and implement its previous agreement with the shipowners, and

WHEREAS, the shipowners have since employed tools of the kind they have lobbied into key places in the government, such as a Mr. H. H. Robson—formerly General Marine Superintendent of the powerful United Fruit Steamship Lines and at present Director of the Emergency Shipping Division of the U. S. Maritime Commission—in order to obtain Government channels for the breaking of this justified seamen's strike, and

WHEREAS, the shipowners and the huge trusts, such as the immense Aluminum Corporation of America, have banded together in solidarity against the seamen fighting the righteous cause of protecting their livelihood and the existence of their families, and

WHEREAS, in consequence the Seafarers International Union, affiliated with the American Federation of Labor, with its capita tax paid up to date, requires the labor solidarity of its brother organizations in the A. F. of L. in order to meet the combined onslaught of these employer forces against the seamen, therefore be it

RESOLVED, that the Seafarers International Union of North America, Atlantic and Gulf District, in meetings assembled in thirteen Atlantic and Gulf ports, hereby calls upon the Executive Council of the American Federation of Labor to provide moral and material support to its affiliated body among the seamen on the East Coast, and be it further

RESOLVED, that this meeting request the Executive Council that it instruct all State Federations, City Central Bodies and International as well as National Unions affiliated with the A. F. of L. to lend full support to the strike of their brothers in the Seafarers International Union, and be it further

RESOLVED, that the Executive Council instruct particularly those International and Local Unions which are engaged in jurisdictions that cover shipping not to pass any picket lines placed by the Seafarers International Union at piers at which ships struck by the SIU are docked under penalty of severe discipline, and be it further

RESOLVED, that the President of the American Federation of Labor and its Executive Council be requested to support the SIU's demand to the President of the United States that he investigate the strike-breaking actions of the U. S. Maritime Commission in this strike and the attempts of this body to abrogate the collective bargaining rights of the seamen as provided in the Wagner Act, and be it further

RESOLVED, that the President of the American Federation of Labor and its Executive Council be petitioned to initiate every effort to bring about legislative investigation of the U. S. Maritime Commission, which, in manning the struck ships upon issuing an ultimatum to the SIU to submit to compulsory arbitration, which was rejected, thus intervenes to deprive American working men of their legal rights to bargain collectively as free United States citizens, and be it further

RESOLVED, that this resolution be publicized by the Union officials as widely as possible.

that prices and profits have not been "frozen." The most conservative authorities acknowledge that cost of living is up about 40 per cent, and industrial profits have jumped at least 30 per cent. British labor is doing a grand

job in all the defense industries, but it refuses to be the "goat" of financial theorists who seem determined that labor shall not only do all the working and the fighting, but shall also pay most of the bill.