

## PUBLIC FAVORS LABOR

### Gallup Survey Shows Unions Supported

An overwhelming majority of voters whose opinions were taken by the American Institute of Public Opinion, of which Dr. George Gallup is Director, revealed that they were in favor of the principle of labor unionism. 74 per cent of the voters, as judged by the survey, were of this opinion.

Labor's right to organize for collective bargaining has received consistent support from the public. Even when the American Institute of Public Opinion conducted a survey during 1937 when sit-down strikes were prevalent, the attitude of the majority of the public was favorable to unionism as a means of expressing labor's will, and the same attitude of the majority of the public exists today.

To the public we say "Thanks for your continued support."

## NEW ATTEMPT AT COMPULSORY ARBITRATION

### SEAMEN CAUTIONED

(Reprinted from the West Coast Sailors)

In their efforts to hamstring the unions the Maritime Commission in conjunction with the Shipping Commissioners' Office have left no stone unturned in order to find a way to gain control of the seamen.

Their newest attempt—having shipping commissioners arbitrate disputes as to overtime wages—reminds us of former frustrated attempts by the U. S. Shipping Board along the same lines in order to nullify certain provisions in the Seamen's Act.

None other than John J. Daly, at the present time shipping commissioner in New York and formerly chief of the shipping board's Fink Hall in New York City, has sent the following letter:

Sailors' Union of the Pacific,  
105 Broad Street,  
New York City, N. Y.  
Gentlemen:

It is respectfully requested that you have a representative attend a conference to be held at this office at 10:00 a.m. on Thursday, November 30, 1939, at which time it is intended to discuss, with representatives of the marine unions, the subject of arbitration by shipping commissions of disputes as to overtime wages.

Respectfully,  
(Signed) JOHN J. DALY.

In the conferences requested by this letter he was told in no uncertain terms by our New York representatives what we thought of the issue—and furthermore that the propositions as presented by him were contrary to law.

We would like to point out—this is old stuff—and has been tried from time to time by the

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# NATIONAL LABOR RELATIONS BOARD UNDER HEAVY FIRE

## LABOR TO BE REGIMENTED IF NATION GOES TO WAR

### Government Mobilization Plan Revealed

If this country is so unfortunate as to become actively involved in Europe's war, its workers will, to all practical effect, be in the army, and will do as they are told. They will work at such jobs, at such wages and for such hours as are determined for them by an industrial autocracy that will be in complete control of the life of the nation.

The industrial mobilization plan, known as the "M-Plan" in military circles, has been in the course of preparation ever since 1921. During all that period 14 officers employed full time in the office of the Assistant Secretary of War, and 50 officers on full or part time, have worked out a scheme that is intended to regulate the life and activity of every citizen the moment war is declared. Indeed, the plan can be put into effect if there arises an "emergency due to the imminence of war." A great strike, in the opinion of those who have studied the plan, would be sufficient warrant to place the country under a military dictatorship.

The starting point of the M-Plan is the universal draft, which calls for the registration of every male person over 18 years of age. The plan calls for six field armies, or about 4,000,000 men. Those not mustered into the fighting forces will be given a deferred rating. Those on the deferred list will make up a civilian army of workers which will maintain the armies in the field and the civilian population.

The Senate Committee which investigated the munitions traffic a few years ago studied the M-Plan and reported:

"The committee finds that S. 1721 (a bill giving effect to the plan of the War Department) puts all male labor under registration and provides for penalties and also for court martials in case any of the registrants 'fail or neglect fully any duty required of him.'

"The proposal can also be used to effect and enforce a draft of labor and to remove the right of any worker to refuse employment in private industry under conditions or at wages which do not satisfy his needs.

"The power to call into military service any union or other representative of labor who becomes spokesman for other employes in attempts to secure higher wages is the power to break strikes. This can also be done through the use of military force in removing the spokesmen from the plant involved to other plants or into active service or cutting off the food allowance of all strikes.

"There is nothing in the plan to prevent the use of men in the military forces to operate industrial plants while in uniform, which was done in at least one case in the last war. There is nothing to prevent the War Department from inducting all the workers in any plant in the country into military service, forcing them to work under military orders."

## Ship Construction On the Increase

The December bulletin of the American Bureau of Shipping, covering vessels under construction or under contract in United States shipyards on Dec. 1, lists 240 craft of 1,181,795 gross tons, compared with 159 vessels of 555,310 gross tons on Dec. 1 last year. On Nov. 1 this year there were 245 vessels of 1,184,360 gross tons under construction or contracted for.

In the new list the seagoing vessels number 144, with an aggregate tonnage of 1,144,350 gross.

## 23,934 Ships Are Equipped With Radio

The total number of ships throughout the world, both merchant and naval, equipped with radio is 23,934, according to a compilation made from the twelfth edition (June, 1939) of the "List of Coast Stations and Ship Stations," published by the International Telecommunications Union, Berne, Switzerland. This number compares with 21,488 ships so equipped in 1938, 19,566 in 1937, 18,129 in 1935, and 18,032 in 1934.

## HOUSE COMMITTEE OPENS INQUIRY

### Newest Member Admits Discord But Backs Wagner Act

Washington.—A seething cauldron of hidden conflict and personality disputes was served before the special House Committee investigating the National Labor Relations Board at its opening hearing. William M. Leiserson, the newest board member, hurled several bombshells in the form of confidential memoranda in which he sharply criticized board methods and demanded the dismissal of Nathan Witt, secretary of the board.

Inter-office communications taken from the NLRB files were produced by Committee Counsel Edmund Toland. Highlighting the dissension on the board bared by these communications were:

1). The bitter protest of Mrs. Elinore Herrick, NLRB director in New York, to Chairman Warren J. Madden that procedure in a secret investigation of her office was "what one might expect from the OGPU but not from fellow administrators of an agency of the American Government."

2). The insistent demands of Leiserson for the discharge of Witt, NLRB secretary, and other "amateur detectives" in the secretary's office. Leiserson pointedly accused the secretary's office of "irregularities" in the preparation of board cases.

3). A memorandum from Edwin S. Smith, another board member, to a board attorney suggesting court action to compel Leiserson to participate in a number of cases which he considered to have been mishandled before his appointment to the board. This particular memoran-

dum referred to the "helplessness of a recalcitrant member."

Leiserson's further statement that "board members were fully aware of many deficiencies in operations, of troublesome mistakes, doubtful policies and weakness in organization and personnel" served to illustrate only too well the serious internal friction that exists among members of the board. He defended the Wagner Act, however, and vigorously opposed amendment of the Act, declaring that revision at this time might well be disastrous.

In urging that the NLRB be allowed to administer the Wagner Act free of interference by Congressional investigating committees, Leiserson took direct issue with the present House committee. It seems obvious that the basic aim of the present committee is to more or less lay the foundation for amendments to the Wagner Act, a fact which apparently influenced Leiserson's detailed defense of the labor law in its essentials. Although Dr. Leiserson was of the

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## Crew Strikes Canadian Ship for War Bonus

Manila, P. I., Dec. 10 — The heavily armed Canadian Pacific liner Empress of Canada, apparently slated to become a British troop transport, was delayed ten days at Hong Kong by strike action taken by her crew. According to reliable reports, the crew tied up the ship in an effort to secure their demands of a 20% war bonus.

Because of the censorship of dispatches from Hong Kong regarding the Empress of Canada, latest developments in the strike were not known. It was understood, however, that negotiations with the crew were already taking place.

Reports of last month indicated that the 21,000-ton ship was headed for Hong Kong where her Chinese crew was to be taken off, and the liner was to proceed to Australia to transport troops to Canada. Such troops would reach Great Britain via the Atlantic Ocean from Canada.

## 3 New Ships Planned By Waterman Co.

Mobile, Dec. 12—C. B. Waterman, vice-president of the Waterman Steamship Corp., announced plans for the construction of three new passenger-freight steamers for service between Gulf ports and Porto Rico.

An estimation of the cost of the new ships was placed at about \$5,000,000, and it was understood that the vessels were to be built by the Gulf Shipbuilding Corporation. Construction is to start at the earliest possible date, according to Mr. Waterman, and should be completed within a year after getting under way.

Tentative plans for the new ships call for a length of 415 feet; beam, 60 feet; draft, 23 feet; deadweight tonnage, 6,000; displacement tonnage, 10,000; cubic cargo capacity, 370,000 feet. It is expected that the ships when built will accommodate 50 to 60 passengers each in the 19 staterooms planned for each vessel.

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**Seafarers' International Union  
of North America**

*Affiliated with the American Federation of Labor*

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110 Market Street, Room 402, San Francisco, Calif.

**Atlantic District**

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Providence .....465 So. Main Street  
Philadelphia .....6 North 6th Street  
Baltimore .....14 North Gay Street  
Norfolk .....60 Commercial Place  
San Juan, Puerto Rico .....8 Obvadonga Street

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Detroit .....1038 Third Street

ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

**"THE SEAFARERS' LOG"**

P. O. Box 522, Church St. Annex, New York, N. Y.

**OUR FIRST ANNIVERSARY**

Approximately one year has passed since the Seafarers' International Union began actual operations after the granting of its charter by the American Federation of Labor. And, looking back in retrospect, we think we can safely say that the S.I.U. has finally come of age.

The infant has at last come to man's estate. We are now rightly considered a powerful labor organization whose strength is just now beginning to be felt. We have successfully shaken off the wave of fear and uncertainty which engulfed us in our infancy. Insidious propaganda circulated by opposition organizations for the purpose of strangling us in the cradle has proven to be just so much propaganda.

We now emerge as the only real champion of the seamen's cause on this Coast. We have made mistakes. We admit them. But we believe that we have profited greatly as a result of these mistakes. A few missteps were inevitable as we were learning to walk, but it can be readily assumed that we won't stumble over the same obstacles again.

The issues on this Coast are now crystal clear. We assert, with a foundation in fact, that we are now the only democratic organization for the seamen on the Atlantic Coast. The agreements we have negotiated are far superior to any held by other seamen's organizations on this coast. Among the tremendous gains we have made we can list the following:— Closed-shop contracts, vacations up to two weeks with pay, increases in pay for many ratings in the Steward's Department, reduction in the spread of working hours, additional help on many ships thereby eliminating the hated speed-up, the clarification of overtime and the establishment of the penalty rate of seventy cents per hour for all hands.

Through a coastwise referendum ballot, we have adopted a constitution. We ship by the rotary system only. Our financial structure is a model that all unions may well copy—our books, bills, and receipts are completely audited every week by an elected membership committee, and a detailed financial statement covering every aspect of our financial activity is submitted to our membership once each week.

Our membership auditing committees not only examine the financial structure of our organization, but their findings and recommendations are immediately submitted to the membership for final action thereon. Such a system of check and double-check constitutes our safety valve. There can be no internal bankruptcy because of mismanagement or misappropriation of funds, such as has already occurred in an opposition organization.

We have but two assessments. And we have them because of their vital necessity for the protection of our membership and the future progress of our organization. These are the \$2.00 Hospital, Burial, and Shipwreck Assessment, and the \$5.00 Strike and Organizational Assessment, both of which were approved by the membership in a referendum ballot. All monies collected on these two assessments are deposited in two special funds, and can be used for no other

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**Baltimore Highlights**

Baltimore, Md.—Shipping continues average down here these days. The old "James River" reconditioned and renamed the "Frances Simon" has crewed up and is ready to sail under the house flag of the States Navigation Company. Noted also the other day coming slowly up the river from the boneyard was another old-timer, the "Hampton Roads", which will enter the same service as the "James River." Over at Sparrows Point the flags are being hung out for the launching Saturday of Mississippi's "Delbrazil." This modern combination freight-passenger job ought to be good for a crew of at least 45 S.I.U. men when she is ready. Talking about new ships the SS Platte built for the Navy by ESSO, made 19.7 knots on her trials which is fast traveling in anybody's language.

**NEW SHIPS & NEW RUNS**

The boneyards are beginning to look deserted in this area. Even the old "Santa Isabel" of Grace Line is being readied for transfer to a foreign buyer. Square riggers and wooden hulls are back in the Bay again with the "Doris Hamlon" leading the parade of the old sailing ships out past Cape Henry. New ships and new runs are the order of the day. The American Hampton Roads Line fleet bought recently by the U.S. Lines is reportedly destined for the Intercoastal run. The five, fast, combination freight-passenger ships of the Baltimore Mail Line, also an addition to the U.S. Lines outfit, will probably go on the West Coast-Far East service with the City of Norfolk scheduled to make the initial trip to Yokohama, Hong Kong, and the Philippines.

**S.I.U. SHIPS ALL RUNNING**

Bull Line, Ore S.S., Cairn, Isthmian, Continental Oil, Cuban Distilling, Waterman and several other S.I.U. controlled Lines out of this Port are running at capacity and not a single ship tied up. West Coast Shipping is also good and the S.U.P. beach list has a steady turnover. The well known

leaning of the West Coast boys for the ladies must also be true of West Coast ships. The other day the "Hollywood" leaving her berth here decided she would pay a visit to the Lighthouse Tender "Violet" in another berth across the river. However the Hollywood must have acted a little rough because the upshot of it was that both "Violet" and her dock were left in a very sad condition.

**BRIEFS**

Many thanks to the men on the "Barara" for their generous and continued donations to the "Log". \*\*\*Don't forget January 1st is the deadline for Social Security numbers.\*\*\*The Branch here has finished compiling records for the Seamen's Unemployment Compensation Bill and Agent McKay is keeping his eye on developments in that respect.\*\*\*Tom Mooney is in John Hopkins Hospital here undergoing treatment for stomach ulcers.\*\*\*For a good article on old Andy Furuseth read Peter B. Kyne's story in this month's Readers Digest.\*\*\*The Branch regrets the passing of Brother Mose White, cook aboard the SS Edith who died suddenly while his vessel was docked here.\*\*\*The old, rusty "spark" transmitter must be off all ships by January 1940 to be replaced by up-to-date equipment. Maybe we'll get to hear the news broadcasts now without the old coal-crushers breaking them up.\*\*\*We wonder what made the newspapers drop the "City of Flint" story like it was a hot coal.\*\*\* Good attendance at meetings here these days with 185 of the boys showing up last Monday.\*\*\* Some of the Commies stopped in town the other day and hired a hall for the usual explanation of how big, bad Finland was mistreating poor little Joey Stalin. However, receiving the usual reception here they've lit out for the Gulf and other parts where squashy tomatoes aren't such a hazard.\*\*\* Merry Christmas, boys, and don't bend your knives on the Turkey, if any.\*\*\*

Wm. McKay Agent.

**Providence News Items**

The New Bedford boats of the New England S.S. Co. will be changed from coal to oil burners as soon as bids for the work are received from the yards. Authority to modernize the boats has been granted to trustees of the New York, New Haven and Hartford Railroad, of which the Steamship Line is a subsidiary, by Federal Court Judge Carrol C. Hincks in New Haven, Connecticut. The alterations are to cost \$73,000. Robert Pearson, vice-president of the steamship line, testifying in New Haven estimated that the changes would result in a saving of \$18,000 annually in fuel, wages and maintenance. He also testified that the Company made a profit of \$80,000 during the past season.

Only last July when Seafarers' representatives met with Mr. Haas, Marine Superintendent of the Line, they were told by Mr. Haas that the Line had LOST \$94,000 for the first six months of this year. Therefore we are sure that the New Haven stockholders and the persons concerned with operating the Line will be pleased to know that the boats, according to Mr. Pearson and Mr. Haas, really made a profit of \$174,000 from July 1st to October 30th, when Judge Hincks gave the authority to trustees to convert the boats.

**SHIPYARD MAY OPEN**

Great interest is being shown by Seafarers men here in the efforts being made to reopen the Crowninshield Shipyard in South Somerset, Mass. This yard has not been used for some time and is fully equipped to build and overhaul vessels, up to 375 feet long.

**SEAMEN OPPOSE WPA WORK**

The seamen in this district do not want to go on W.P.A. They also do not want to go on the admiral's training ships for \$36.00 a month as they feel that they would be wasting both their time and the taxpayers' money inasmuch as the majority of them have not only spent many years at sea on merchant ships but also a great many of them have also been in the Navy and feel that on account of this service they have ample training. We wish that the admirals would show some interest in getting the Crowninshield Yard started up so that the unemployed seamen in this vicinity may have some useful and gainful employment instead of becoming additional burdens on the shoulders of poor John Taxpayer on the admirals' training ships and on W.P.A.

**HONOR ROLL**

**Donators to the Support of "THE SEAFARERS' LOG"**

Crew of S.S. Seatrain New Orleans..... \$ 6.00  
Crew of S.S. Barbara ..... 8.45  
Crew of S.S. Greylock..... 18.00

The Seafarers' International Union of North America most heartily thanks the above donators for their financial contributions toward the support of the "LOG."

**SHIPS IN PACIFIC SERVICE TO BE SOLD**

Washington. — The Maritime Commission, this week, issued a call for bids for the purchase or charter of the ships which the United States Government, thru the Maritime Commission, now operates to the Far East and Australia out of various U.S. ports. The purchase or charter of these vessels "will take the government out of the ship operating business" according to the Maritime Commission.

The lines involved are the Puget Sound Orient Line's service to the Far East and the American Pioneer Line's service to Australia.

**32 NAZI SEAMEN TO SIT OUT WAR**

Baltimore. Thirty-two German seamen, quartered in a Baltimore hotel, are sitting out the war. The Standard Oil Company of New Jersey is making this possible by paying the German seamen's rent and board and giving them each fifty cents a day spending money.

The German crews of the Standard Oil tankers M. S. Penelope and M. S. Heinrich von Rledemann quit their ships and went to a hotel shortly after the German troops began to march into Poland.

The men are not allowed to work, and their sixty-day permit given by the Government has expired.

**ATTENTION**

**All S.I.U. Members**

All members are advised to get Social Security numbers before January 1, 1940.

All that is necessary to secure a Social Security number is to file application for same with the local Social Security Board Field Office.

Secure your Social Security number as soon as possible, in order to avoid any trouble in signing on a ship after January 1, 1940.

Members who desire further information on this matter may consult the local S.I.U. Agent.

It is of utmost importance to all members that they secure their Social Security numbers at once.

**DO IT TODAY!**

# GULF DISTRICT MAKES GAINS

## All Branches Cooperating

### NEGOTIATIONS FOR NEW AGREEMENTS UNDER WAY

New Orleans.—The reorganizational program launched for the Gulf District of the SIU, by Brother Thompson, International Organizer, is already producing results since it was introduced and accepted by the membership.

The most important event taking place for the past two weeks in the Gulf section was the tentative completion of the new "Twin agreements" that are now in the last stages of negotiations between our Union and the Mississippi and Waterman Steamship Companies.

It is expected that negotiations will be completed in sufficient time so that the agreements can be presented for acceptance or rejection, to the membership of the Gulf District at the regular membership meeting this Monday night.

The agreements as they shape up are vastly superior to last year's contracts—and the fact that they do not reach an equal level with the West Coast agreements, in all respects, is due only to the fact that our Union, the S.I.U., has barely reached its first birthday, and is still in the process of reorganization.

However, it can count itself well satisfied with the progress made to date on the agreements, for it contains improvements in various departments working rules, which formerly were only hoped for, but until now were never down in black and white.

Brother R. Thompson, the International Organizer, together with a committee composed of the patrolmen for each department, and representatives directly from the rank and file, elected by the membership, have been going "roundy-go-roundy" with the shipowners' representatives, for stretches of twelve hours straight on end, for although in the last analysis, the gains made in the new agreements actually represent the strength and fighting ability of the Union as a whole... nevertheless a great deal also depends on the capability of the Union representatives.

#### TAKES PRIDE

One thing the membership of the S.I.U. can pride itself upon, is the fact that the major shipping companies have a wholesome fear and respect for our Union, which in spite of its youth, has demonstrated again and again, the fact that it will and can fight not only for its fundamental rights, but substantial gains as well.

One has only to compare the

progress made by our union with the back-sliding of the National Maritime Union—to see the difference between a leadership fighting for better economic conditions—and the Mis-leadership of the N.M.U. which simply uses its control of the N.M.U. to further the political ambitions of a clique, without the least regard for what is good or bad for the Seamen, and who, in the course of their phony manoeuvres have so weakened that union, that the shipowners will not even recognize, or grant them the very fundamental necessities for the actual existence of a union—the Union Hiring Hall and the Rotary method of Shipping.

It is not our intention to brag about our gains—nor does it give us any satisfaction to see our fellow seamen of the N.M.U. in the position they are now in. However, when a union has sunk to the depth reached by the N.M.U.—something is rotten somewhere and it is not only in Finland. In this case the finger can be pointed directly at those who for the past three years or so have insisted, despite defeat after defeat, sellout after sellout, that they are the appointed ones who will lead the little children of the N.M.U. out of the wilderness into Utopia, namely—the little brothers of Big Joe Stalin and little Joe Curran.

Our opinion is that the rank and file of the N.M.U. can only get back their self-respect and strength as an economic organization by getting rid of the unofficial ambassadors of Moscow, who simply use their control of the N.M.U. and other organizations, as a bargaining point or club to hold over the heads of the Government here, in exchange for various concessions to the Stalin gang in Russia. Simply a horse trade—in which they say—you give Russia this and we will hand the seamen over to you, lock, stock and barrel—if you don't, then we will make plenty trouble.

**Take An Interest In  
The Affairs of Your  
Union -- Vote!**

## NOTICE

The \$5.00 Strike and Organizational Assessment, and the \$2.00 Hospital, Shipwreck and Burial Assessment for the year of 1940 are now collectible.

All members are urged to pay their assessments as soon as possible.

The deadline for the payment of these assessments will soon be at hand and all those who have not paid the assessments by that time will be considered in bad standing and will constitutionally lose their rights to any benefits from the Union.

**DON'T WAIT UNTIL IT IS TOO LATE!**

## WHAT'S NEW at the MEETINGS?

### NEW YORK

Chairman Matthew Dushane reported that he had appeared at a hearing before the United States Shipping Commissioner regarding the jurisdiction over seamen's overtime earnings, and that he had registered a protest against any U. S. Shipping Commissioners having anything to do with it.

All Agents were cautioned to instruct their Branch Patrolmen to bring it to the attention of the members who are at present employed on ships about the payment of their assessments inasmuch as the deadline for the payment of these assessments was near at hand. It was pointed out that members ashore will have the right, when the deadline expires, to demand that members who are working on ships and haven't paid their assessments be taken off the ships and replaced by members ashore who have paid their assessments.

The Colonial Line is going to recondition their ships.

Starting with the first of the year, the Steward's department of the S.S. ACADIA will start to rotate their jobs with the brothers who are scheduled to be laid off due to the slack winter season.

Inasmuch as Christmas is near at hand, the Hospital & Stewardess' Delegate, Sister May Dillon, appealed to the membership to remember the brothers in the hospitals by donating whatever amount of cigarettes they could afford to give their unfortunate brothers. It must be remembered that some of the boys entered the hospitals in bad standing and therefore are not getting any weekly hospital benefits with which to buy cigarettes. We agree with Sister Dillon that the boys will certainly appreciate a "remembrance."

### BOSTON

Due to the usual slack season, it was reported that a number of brothers were laid off on the S.S. YARMOUTH.

### PHILADELPHIA

Agent Reddie reported that he had called on Mr. Halloran, the head of the W.P.A. for the Philly district, and had asked him what the idea was of classifying seamen as common laborers. Agent Reddie informed Mr. Halloran that seamen were skilled men in their line of work and would have to be handled accordingly, and that all members of the Union were obligated to the Union not to work for less than Union wages. The W.P.A. head was advised by Agent Reddie to negotiate a W.P.A. project where seamen could use their skill and be paid the regular Union wage scale.

### BALTIMORE

It was reported that a new steamship line known as the States Navigation Company has started operations out of Baltimore and that the Union had dispatched quite a few men to the new company's ships.

Agent McKay reported on certain legislation affecting the seamen, particularly a certain proposed bill which would aid the shipowners, whose business was hurt by the new Neutrality Act, but would hurt the seamen's

## BOSTON News Bits

Boston, Mass.—The North Star sailed from this port laden with supplies ranging from food to phonograph records, and from sled dogs to a twenty ton auto cruiser.

Rear Admiral Richard E. Byrd, leader of the Government expedition to the South Polar regions, has personally seen that everything was shipshape for the voyage. The sturdy vessel Bear of Oakland, which will follow the North Star on the 12,000 mile journey, is due to leave as soon as stores are loaded aboard. A slight delay was due to the fact that part of the stores were misplaced.

Because of the fact that members of the SS Major Wheeler paid off in this port without any reason being known or given to us, the old wagon is known as the "Mystery Ship" to yours truly.

The SS's Boston and New York are now tied up for the rest of the winter, and their places are being taken by the Acadia and the St. John, until they will be ready to resume operations in the Spring.

The SS Calmar came into port today after twenty-eight days out of Portland, and between that port and the Canal, ran into a rather stiff duster. The Third Officer was blown from the bridge onto number 3 hatch, and was shaken up and considerably bruised. One of the firemen was sent to the Chelsea Marine Hospital with a broken jaw, and possible internal injuries, after a tussle with the chief cook in a little matter of fistcuffs.

## Favors McKay

A joint meeting of the crew of S.S. FIRMORE, held November 28, 1939, aboard ship, and the following resolution was made and passed, with instructions that it be printed in the next issue of the Seafarers' Log:

**RESOLVED:** That the undersigned members of the Seafarers' International Union hereby go on record as requesting the drafting of Wm. McKay, the present Agent of Baltimore, for the job of Baltimore Agent for the year of 1940. The resolution was signed by twenty members.

**NOTE:** At the time Brother McKay accepted the nomination for the position of Agent of the Baltimore Branch, he did not send in evidence of three years sea service with his acceptance. However, as in the case of others, McKay's name may be written in on the ballot, and if he polls a majority vote, he will be accepted, providing he produces the necessary qualifications at the time of the counting of the ballots.

earning capacity. Brother McKay indicated that someone to lobby for the seamen wouldn't be a bad idea at this time. It was moved, seconded and carried that the Union keep a closer eye on the pending legislation in Washington which will effect the welfare of the seamen and the maritime industry as a whole.

### NEW ORLEANS

It was moved, seconded and carried that the International Representative, the three Patrolmen, and one man from each department, meet jointly with the Mississippi and Waterman Steamship Companies for the purpose of negotiating a new agreement. The following brothers were elected to represent their respective departments:

## The CIO on the Inside Food for Thought

Is the political color scheme of the CIO Red or just merely Pink? Let's take a look.

First we will turn the magnifying glass on John Brophy. Is Mr. Brophy a Communist? He denies it. But when John L. Lewis inaugurated an alleged Red-purge in the CIO a month ago, Mr. Brophy headed the list of purgees. He was demoted from National Director of the CIO to Director of local industrial unions. Just what did this mean? Nothing. For only a couple of weeks later Mr. Brophy was sent by Mr. Lewis to attend the convention of the CIO's New York State body. And Mr. Brophy's address to the convention was reported in the New York Times as follows:

"Earlier in the day John Brophy... advised against any effort to discriminate against Communists in the CIO."

Second of the purgees was Harry Bridges. He was demoted by Lewis from the job of West Coast Director of the CIO and his sphere restricted henceforth to the State of California. But the CIO has scarcely any members on the West Coast except in California. So what does that purge mean? Is Mr. Bridges a Communist? He denies it.

Is Joe Curran, head of the CIO's National Maritime Union, a Communist? He denies it. But he can't deny the fact that the Communist Party controls and dominates his union. Mr. Curran was not disturbed in the purge.

Is Michael Quill, head of the CIO's Transport Workers Union, a Communist? He denies it. But Mr. Quill refused to denounce the Hitler-Stalin pact. And for that reason the American Labor Party, political arm of the CIO in New York City, refused to indorse Mr. Quill for re-election to the city council. Mr. Quill was defeated. But Mr. Quill was not disturbed in the Lewis "purge."

#### Right in Headquarters

We could go on listing high CIO officials, whose political color-scheme is questionable, beyond the space limitations of this column, but now we want to take a trip, backwards into CIO headquarters and see what goes on there right under Mr. Lewis' nose.

The CIO dictator's closest advisers are Lee Pressman, his counsel, and Len DeCaux, editor of the CIO publications. Both have been branded as fellow-travelers in numerous recent articles but have not taken the trouble to affirm or deny the accusation. There is more concrete evidence along the same lines. Some weeks ago Mr. Louis Stark, veteran labor reporter for the New York Times, published a story to the effect that Sidney Hillman and Phil Murray, both CIO vice-presidents, were enraged at Pressman and DeCaux. Mr. Stark said Hillman and Murray accused Pressman and DeCaux of editing out references to Communism from official CIO statements. The inference was that these two CIO leaders suspected their subordinates of trying to shield Communism by subterfuge from CIO criticism.

That would seem to look bad for Messrs. Pressman and DeCaux. But was anything ever done about them? Were they purged? They are still operating at the same old stand and, (Continued on Page Four)

## New SIU Dress Buttons Soon Available

The new SIU dress buttons will soon be on the market. They will sell for 25 cents apiece.

The New York office expects delivery of these new buttons by the time this issue of the LOG goes to press, and as soon as they arrive quantity lots will sent all Branches.

It is hoped that all members of the S.I.U. will buy and wear one of these new dress buttons.

All Agents and Patrolmen will carry these new dress buttons—this is for your convenience—you may purchase them without having to go to your Union Hall for same.

## The N. M. U. MERRY-GO-ROUND

### NO N.M.U. ELECTIONS

With the approach of the elections in the S.U.P., it is interesting to note what is transpiring in the RANK and FILE of the Commie controlled N.M.U. According to all previous procedure the elections of officers of the N.M.U. have been annual affairs until this year when they have been indefinitely postponed.

The reasons for this are not quite clear. Can it be that certain of the Commissars are afraid to be put to the test? Can it be that certain so-called citizens might feel that at this time the Rank and File have been doing a little thinking for themselves and from watching the phenomenal growth and ensuing benefits of the S. I. U. are inclined to lower their eyes and finally see the feet of clay of their erstwhile idols?

Regardless of the reasons for this postponement, it is about time that the Rank and File of the N.M.U. got wise to the fact that they are being hoodwinked and start to do something about it. If they persist in being led by the nose down the wrong paths, nothing good can come of it and they might just as well give up the right of the ballot and settle down secure in the knowledge that they are taking the easiest way out by leaving everything up to Joe and Stalin. That is not usually the way of the American Seaman, and we hate to think that it is possible for a group of stooges to get such a stranglehold upon them that they lose the ability to even think.

After being led so long we realize that the job of cleaning house is far from an easy one. It is a house that will, however, come in for a cleaning from outside sources if it is unable to keep itself in good shape. The mills of the Gods grind slowly, but they grind exceedingly small and the time will come that if the Rank and File of the N.M.U. do not go Democratic and get their house in order, the mills of Legislation will start grinding out new laws that will not only make things worse for them but for every other organization in the labor field.

This has already started in the Dies investigation and thus far there still remains time to take advantage of the ballot and straighten things out. The screams of the Commissars have resounded to the heavens that the Dies Committee accused the N.M.U. of being a Communist Organization. A check of this reveals that it is just another typical smoke screen thrown up to protect the Commissars and blind the Rank and File as the Dies Committee merely alleged that the N.M.U. was CONTROLLED by Muscovites, something we've known for years.

The problem of the Rank and File of the N.M.U. is not, however, impossible to solve—and the solution is:

**If it is impossible to break the strangle hold of Moscow in the driver's seat SCRAP THE WHOLE N.M.U. AND JOIN A FREE RANK AND FILE ORGANIZATION -- THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA!!**

### N.M.U. BOOSTER IN HOT WATER

We see by the daily papers that one Harry Gannes, who writes for the DAILY WORKER (the Commie Rag to you and me) has been named in an indictment charging falsification of passport applications.

Just in case you do not know, the DAILY WORKER (the Commie Rag) has always been a strong booster for the N.M.U. and "certain" officials of that organization in particular. Can it be that there is a reason for this strong support of the DAILY WORKER for certain individuals in the N.M.U.?

By the way, these "individuals" happen (or did it just happen) to be the ones in control of the N.M.U. and who are in complete harmony with the ideas and policies of the DAILY WORKER.

How come—figure it out for yourself as to what side of the fence these birds are on—and IT IS NOT ON THE SIDE OF THE RANK AND FILE; nor are they on the side of the fence that serves the sea-going membership to its best interests.

Well, we always did say that birds of a feather flock together.

### THE GOING GETS TOUGHER DAY BY DAY

The financial situation in the N.M.U. certainly must be getting tougher day by day, and to prove this, we call your attention to the fact that the top fraction boys of the N.M.U. have had to curtail the publishing of the "PILE-IT" from a weekly to a bi-monthly publication. This means that the "PILE-IT" will hit the streets every other week.

Propaganda is considered, by the Communist Party, as the most important weapon with which to achieve their aims, and the financial situation within the N.M.U. MUST be tough when the "Party Boys" decide to economize by cutting down on the printing of its propaganda.

### The CIO on the Inside

(Continued from Page Three)  
for all we know, playing the same old game.

On the other hand, the attitude taken by Messrs. Hillman and Murray would seem to look well for them. After all, if they opposed the alleged pro-Communist censorship practiced by Pressman and DeCaux, then that would mean they opposed Communism. Maybe. The facts are that Hillman and Murray had ample opportunities to denounce Communism at the CIO convention but both were mum on the subject.

#### Mum's the Word

Why is the CIO so touchy on the subject of Communism? If that organization is free of the Red taint, why doesn't it say so. Surely the CIO is not inarticulate. Their spokesmen may be mum about Communism but they certainly do not pull their punches in hysterical condemnation of anyone who accuses the CIO of being linked with Communism.

Philip Pearl.

### Compulsory Arbitration

(Continued from Page One)  
employers in order to undermine existing agreements.

In order to put this program over the shipping commissioners would have to make insertions in the regular ship's articles. One of these contemplated insertions would be to the effect that the shipping commissioner shall act as arbitrator of any and all disputes and that such decisions as he may make shall be final. This in turn would deprive the seamen of the right to appeal to a court or under the machinery set up in our agreements.

Also would like to point out that the Shipping Commissioners' Act gives no such power to the shipping commissioners unless there is a statement in writing and such statement is made after

### National Labor Relations Board Under Heavy Fire

(Continued from Page 1)

opinion that there was room for much improvement in the administrative methods of the board, he warned against any radical amendment of the Wagner Act lest it would "involve turning back the pages of our history."

In discussing the charge of Board Member Edwin S. Smith that he was "recalcitrant," Leiserson defended himself by stating that he had refused to participate in several cases because he had found in them instances of what he considered mismanagement or "bungling." Leiserson's principal objection to the board's decisions arose from consolidation of cases, he said, which tended to increase the size of the bargaining unit. This objection of Leiserson's brought up the fundamental controversy as to whether the board should certify large industrial groups as the proper collective bargaining agent or specify smaller craft units; and it may be noted here that Leiserson had already held that where a craft unit has become established as a collective bargaining group it should not be blanketed into a larger unit without its consent.

the dispute has arisen and not prior to the signing of ship's articles.

The Director of the Bureau of Marine Inspection and Navigation has admitted at various times that this matter is not strictly according to law; and if the men are not willing to sign such insertions in their articles, they are not compelled to do so.

This attempt is nothing short of compulsory arbitration, which of course is in line with the policy of the Maritime Commission.

So be careful whatever articles you sign—make sure no insertions have been made.

In his memorandum presented before the House committee investigating the NLRB, Dr. Leiserson stressed one most important point. Referring to what he termed the "rather broad" wording of the Wagner Act where it "appears to leave it to the judgment of the members of the board to decide what form of unit is best to insure the right of self-organization and will best effectuate the purposes of collective bargaining," Leiserson said: "I do not think Congress intended to give such large powers to the board by this wording. The intent was rather, it seems to me, that the customs and practices of the employes in establishing their forms of self-organization and collective bargaining relationships with employers would reveal the preferences of the employes themselves as to the most effective bargaining units, and that the board would make its decisions accordingly."

Leiserson voiced the opinion on this point that "both the A. F. of L. and the C. I. O., as well as the employers, would agree that it is unwise to vest a government agency with any such authority as would give it a free hand in deciding what form of organization is best for labor bargaining."

If nothing else is accomplished by the House committee investigating the National Labor Relations Board, it still remains for the best interests of labor in general that the internal conflict and dissension within this vital agency was brought into the merciless glare of public opinion. Obviously, the basic aims of the Wagner Act fall far short of realization when the act itself is incapably administered, or when the agency entrusted with the administration of the law turns out to be a veritable nest of hornets stinging each other in futile demonstrations of disagreement.

If vital changes in personnel are necessitated, as the hearing thus far would seem to indicate, then by all means let Labor and the public which expressed its approval of the Wagner Act have them. At the very least, a situation which gives rise to disquieting discord threatening to affect the very pillars now supporting the Labor movement in this country should be, and can be, promptly remedied.

More important even than personnel difficulties, the question now confronting Labor so far as the Wagner Act is concerned, is whether or not the Act itself requires amendment or change. It should never be forgotten that any radical revision may tend to emasculate, rather than to strengthen, the Labor Act.

Labor and all concerned should watch with unabated interest the House investigation of the NLRB. Will the Smith Committee provide the answers to these questions: What has been the effect of the Wagner Act on industrial disputes? On employment? On the general economic condition of the United States? Is further legislation needed to define the relationship between employer and employee? If so, just what sort of legislation will prove most effective?

These, and other pertinent questions, are the problems facing Labor right now.

## EDITORIAL

(Continued from Page Two)

purpose than indicated by the membership. Needless to say, both funds are fully protected.

Another impressive step forward we have taken is the establishment of our bi-monthly publication, the "Seafarers' Log." It is our sincere belief that the "Log", in the short period of its existence, has acquired a definite character and tone in keeping with the policies and aims of this organization. We intend the "Log" to be a trade paper, and a trade paper only. It has not been employed, and shall never be employed, as a medium for the transmission of any alien philosophy or ideology. Through the pages of the "Log" we hope to educate our membership in the principles of democratic unionism and to acquaint all readers with the facts as we get them. The "Log" is one of our most powerful weapons in our fight for the cause of the seaman. And this it shall always be.

Another indication of the course we are setting is our recent action in closing our books to further members. This was done, of course, at the direction of the membership. The obvious purpose of this move was, of course, to prevent strangulation of shipping. And it is with justifiable pride that we can point to the tacit tribute paid us by over one thousand seamen who have filed applications for membership with us awaiting the time when we shall be able to absorb them without clogging our shipping lists.

At the present time we are conducting an election of officials who are to guide our destinies for the coming year. They will take office in an organization established on a sound basis. Our financial structure is foolproof, our policies are democratic in the real sense of the word.

We think we can be forgiven any evidences of pride we may exhibit regarding the progress we have achieved in one short year. And we are convinced that the incoming officials will do all in their power to give us further justification for pride in the future progress of the Seafarers' International Union.