



SEAFARERS LOG

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



VOL. II

NEW YORK, N. Y., TUESDAY, OCTOBER 1, 1940

448

No. 15

Arbitration Board Chairman's

DECISION FAVORS N.E.S.S.CO.; HITS NEW BEDFORD SEAMEN

Announcing that he must "very positively dissent" from an award "which denies the unlicensed personnel . . . virtually all of their demands which had been presented to the Board for adjustment", Charlton Ogburn, attorney for the Seafarers International Union who served on the Arbitration Board in the dispute between the union and the New England Steamship Company's New Bedford subsidiary, sharply criticized the decisions of the majority of the Board.

Arbitration was agreed upon after a four days' strike, conducted last July by the S.I.U. on the New Bedford, Martha's Vineyard and Nantucket Steamboat Line, was subjected to a barrage of "public pressure" from various Chamber of Commerce meetings, state officials and federal "mediators".

The so-called award is one more example of how arbitration is used as a cover underneath which the shipowners are able to stymie the just demands of seamen with allegedly "impartial" support.

Provisions of Award

The award, signed by Mr. Earle B. Perry, who represented the company on the Board and General Cole, who acted as "impartial" chairman, refuses point blank the union's demand for a \$10 increase in basic monthly pay—except for a \$5 raise for quartermasters—rejects the union's demand that the company recognize the nine legal holidays in its agreement with the S.I.U. and in making a "concession" to the union by granting the 10c per hour increase in

(Continued on Page 2)

Union Attorney's

DISSENTING OPINION

Arbitration Between the New Bedford, Martha's Vineyard and Nantucket Steamboat Line and the Seafarers International Union of North America, Atlantic District, Comprising the Employees Who Constitute the Unlicensed Personnel of Said Line.

BOARD OF ARBITRATION

CHARLTON OGBURN, Arbitrator appointed by the Union
EARLE B. PERRY, Arbitrator appointed by the Company
CHARLES H. COLE, Chairman

DISSENTING OPINION OF CHARLTON OGBURN

As a member of the Board of Arbitration, I am unable to subscribe to the award by the Chairman, General Charles H. Cole, and the Arbitrator for the Company, Mr. Earle B. Perry, which denies to the unlicensed personnel, employees of this line, virtually all of their demands which had been presented to the Board for adjustment, except an increase of 10 cents an hour in overtime to certain of the unlicensed personnel. In my opinion, the evidence presented to the Board during the hearings, which began in the State House in Boston on August 14, 1940, and were concluded on August 21, 1940, demanded an award granting at least partially the request of these employees. Since the findings of the majority members of the Board undertook to draw the deductions from the evidence on which the award is based, it would be in order for me very briefly to draw the deductions from this evidence on which my dissent is based. This evidence falls into the following classes:

- (a) Comparable wages in the Maritime industry on the Atlantic Coast;
- (b) Comparable wages in other industries;
- (c) Cost of living; and
- (d) Financial ability of Company to pay increases.

Comparable Wages

The Seafarers' International Union representing the unlicensed employees of this Line, in support of its demands as named in the arbitration agreement of July 30, 1940, for a horizontal increase of \$10 a month to all employees covered by its contract with the Line, of August 17, 1939, and of an increase of 10 cents an hour in overtime under said contract, introduced evidence to

show that such increases had been granted during the past several months by ten steamship lines, of which three lines operated between Atlantic and Gulf ports, and three others operated between said ports and ports in the West Indies—the only evidence before the Board of wages in the maritime industry.

The Union also introduced evi-

(Continued on Page 4)

Nominations and Election Of Officers Postponed for 1 Month by SIU Membership

Chalk Up Another Ten-Ten Victory For the S.I.U.!

Brother Hawk reported to the New York membership meeting of Monday, Sept. 23 that another company has signed the 10-10 increase.

This time it is the Colabee Steamship Company which has signed an agreement giving the unlicensed personnel an increase of \$10 a month in basic wage and 10c per hour in overtime.

The Colabee signed an agreement identical with the one signed by the Range Line last July. The S.S. Colabee is a former Range Line ship.

NEW PATROLMAN FOR NEW YORK

Brother William J. Lee has been elected New York patrolman by a recent membership meeting, to replace E. Ingenlath, resigned.

Patrolman Lee is not to be confused with the W. J. Lee who was brought up on charges in the union at one time.

Attention, All Crews:

Use Union Halls In Canadian Ports

Some time ago, the Atlantic and Gulf membership of the Seafarers International Union went on record by coastwise vote requiring that all crew vacancies occurring in Canadian ports be filled through the offices of the Canadian Seamen's Union, S.I.U. affiliate.

We are informed that there is still a good deal of shipping off the dock in Canada. In line with the vote of the entire membership, the crews are instructed to insist that all replacements there be made through the C.S.U. halls! Do not allow shipping off the dock!

S.I.U. members quitting ship in Canada must register at the regular offices of the Canadian Seamen's Union in the same way as they do at branch halls of the S.I.U. in the United States. The same rule holds for replacements.

Branches Take Action to Enable Selection of New Officials in Line With Amended Constitution

By a vote of the membership in all branches, the Atlantic and Gulf District of the Seafarers International Union decided this week to postpone the regular annual nomination and election of officers for one month. The nominations had been due in September, with elections to follow in November and December. However, in view of the fact that balloting is now proceeding on amendments to the constitution which will enable the Atlantic and Gulf branches to function within a single district, the holding of nominations and elections as previously scheduled was considered inadvisable by the membership.

Seafarers Get:

NLRB Elections On Baltimore And Robin Lines

The National Labor Relations Board has ordered elections on the ships of the Seas Shipping Company and the Baltimore Insular Line in decisions rendered this week! In the written decisions, the board admits that the Seafarers International Union has presented valid evidence to show, by means of signed cards certifying it as well as through an investigation of its membership records, that the S.I.U. represents a majority of the unlicensed personnel on the ships of these two lines.

However, it points out, although the National Maritime Union has not been able to present any evidence whatsoever, showing that it represented the seamen on these lines, it nevertheless insists on its claims to representation. Furthermore, the Board declares, the company representatives allege that there is doubt as to the actual representation because of the NMU claim. In other words, as usual, although it serves no union purpose whatsoever, the NMU leadership puts a spoke into the wheels to hurt the SIU. The gainer of this phoney policy of Curran and Co. is the shipowner, of course.

Meanwhile, the SIU is preparing to prove once more, through the NLRB elections, what has already been proven at the hearings; namely, that the overwhelming majority of the men who sail the Robin Line and Baltimore Insular ships are solidly behind the Seafarers International Union.

To Avoid Conflict

The conclusion of the vote on the amendments and ratification of the tallying committees' findings is not due, at the earliest, before November 4, 1940. Consequently, to have gone through with nominations and elections before that date would have required selecting officials on the basis of the old constitution, with only Atlantic branch members voting for officials in the Atlantic ports and only Gulf branch members voting for officials in the Gulf ports—a situation in conflict with the Amalgamation Resolution voted by the membership which requires all officials to be elected by the entire Atlantic and Gulf membership.

Since the membership overwhelmingly voted for amalgamation, this kind of a situation would be in conflict with the expressed wishes of the rank and file of the organization.

Resolution Introduced

In order to make possible nominations and an election of officers, under the amended constitution, for the Amalgamated District, a resolution was introduced in all Atlantic and Gulf branches calling for the postponement of the selection of officials until after the ratification of the amendments to the constitution.

The resolution calls for a postponement of nominations until the last two meetings in October and a postponement of elections until December, 1940 and January, 1941. It was carried in all branches on the Atlantic and in the Gulf, and consequently goes into effect at once.

Eligible in Every Branch

When nominations are opened during the last two meetings in October, according to the new constitution, every good-standing member in every port, whether in the Gulf or on the Atlantic, will be eligible for office in every other port, providing he meets the constitutional requirements. When the voting takes place in December and January, members in all branches will vote for all officials, those in Atlantic as well as those in Gulf branches.

Published by the
**Seafarers' International Union
of North America**

Affiliated with the American Federation of Labor

HARRY LUNDEBERG, Acting President
110 Market Street, Room 402, San Francisco, Calif.

Atlantic District

HEADQUARTERS

New York (Phone: BOWling Green 9-3437) 2 Stone Street

BRANCHES

Boston 339 Atlantic Avenue
Providence 465 So. Main Street
Philadelphia 6 North 6th Street
Baltimore 14 North Gay Street
Norfolk 60 Commercial Place
San Juan, Puerto Rico 8 Covadonga Street

Gulf District

HEADQUARTERS

New Orleans 309 Chartres Street

BRANCHES

Savannah 218 East Bay Street
Jacksonville 136 Bay Street
Tampa 206 South Franklin Street
Mobile 55 So. Conception Street
Texas City 105 - 4th Street N.

Great Lakes District

HEADQUARTERS

Detroit 1038 Third Street

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"THE SEAFARERS' LOG"

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

**Helping Finks Is
A Lousy Business,
Cop Finds**

Fifty cops took it on the lam one morning last week at the Triangle Conduit and Cable Co. plant in Queens, when they tried to escort strike-breakers through the picket line established by Local 3 of the International Brotherhood of Electrical Workers (A. F. of L.).

Two of the fink-filled automobiles trying to get through the lines were overturned and more than twenty others were damaged. Three thousand determined strikers demonstrated in action the union pass-word on finks: "They shall not pass!" When the police, in details of two to each car, tried to make a hole in the picket line, the union ranks surged forward. Twenty cops were injured in the ensuing melee.

Here's how a sergeant explained it:

"All of a sudden the strikers came roaring down on us. We had been told it was as much our jobs were worth if we drew a club or gun, so what could we do? I ran like hell . . . This is a lousy business."

Seems that things don't go so well in the fink protection business if cops are discriminated against to the point of not being allowed to use guns against unarmed pickets. Ain't it a shame? It's unfair to organized scabbery! And furthermore, making cops run like hell is unfair to flat feet! It's enough to drive any sweatshop boss to tears. . . .

Anyway, Local 3 has been leading the Triangle strike ever since August 1 with increasing success. They don't intend to give up and surrender to the slave-driving McAuliffe, boss of the Triangle, just to spare the tender sensibilities of New York's finest. And we can hardly blame them. Why don't the cops take a walk for themselves—if they don't like to run?

**An Admirer of
Captain Bligh?**

Speaking before the Propeller Club in New York, the skipper of the new super-liner America enunciated a new, super-streamlined creed of sea-slavery.

After recommending a "universal system of leaves for officers," as well as "better living quarters" for the licensed personnel, and "security provisions of similar importance (!) and responsibility" (!), Capt. Stedman let go a blast against seamen who do the dirty work on ship.

It seems, according to the skipper, that "if the merchant marine officers of today were deficient in leadership, this was due to the fact that they had been virtually divested of power and authority at sea!"

Now, that is indeed an astonishing charge, for elsewhere in his speech, he points out that ship's officers have "the privilege of logging a man a few days' pay" among other privileges.

What authority does he want, then? He doesn't say specifically, but only by inference: "Naval officers have real authority over their men."

In other words, Capt. Stedman advocates "navalization" of the Merchant Marine. In other words, he is for instituting a regime aboard merchant vessels which is a modern version of the methods of Captain Bligh.

MORE ABOUT:

**DECISION FAVORS N.E.S.S.CO.
HITS NEW BEDFORD SEAMEN**

(Continued from Page 1)

overtime pay, **DISCRIMINATES AGAINST THE ENTIRE STEWARD DEPARTMENT** below the rating of second cook—that is, the main personnel of this department!

Disregarded Evidence

In refusing the \$10 monthly increase in basic pay, the Board disregarded completely the very definite and concrete evidence presented by the union to the effect that a similar increase had been obtained for organized seamen from practically all the other companies under contract with the S.I.U. on the Atlantic coast. Instead, the Board had the temerity to uphold the present rate paid by the company on the grounds that **UNSKILLED LABOR BELONGING TO NO UNION AND WORKERS ON RELIEF WORK (W.P.A.) RECEIVED ON THE AVERAGE THE SAME WAGES IN THAT AREA!** And that is called "impartial arbitration!" Without such "impartiality", the only thing left for the seamen, we suppose, would be to pay the company for allowing them to work!

Law Flaunted

The union asked for the recognition of nine legal holidays by the company. These are holidays which are recognized as legal under the law of the state of Massachusetts! That state imposes a fine for the violation of the law regarding work and pay on holidays to the tune of \$500! The Maritime Law of the United States provides for the observance of all legal holidays. Yet the NESSCO did not see fit to recognize even Christmas as a legal holiday! **AND OUR "IMPARTIAL" ARBITRATORS DEMONSTRATE THEIR GOOD FAITH BY "GRANTING" THREE (3) OF THE NINE (9) LEGAL HOLIDAYS AS SUBJECT TO OBSERVANCE!** Good faith—to the shipowners, we mean. To the seamen this means simply: robbing them of what they are entitled to under the law!

Favoritism and Discrimination

Especially glaring as pro-company moves are the decisions rendered with regard to the increase in pay for quartermasters and in overtime pay. Here are, evidently, concessions to the union. But even in granting "concessions," the arbitrator acts in such a way as to serve the shipowners.

The union asked for an increase of \$5 per month for quartermasters and \$2.50 for watchmen (a pay differential which exists on all lines for these ratings). The Board of Arbitration grants the demand for the quartermaster rating but rejects that for the watchmen! What other name can this be called by except **RANK FAVORITISM**, with the purpose in mind of creating a division between various ratings among the crew?

Even more explicit as a company-favoring, anti-union move is the ruling in respect to overtime. A 10c increase in hourly overtime pay is granted to the entire crew—WITH THE EXCEPTION OF THE MAJORITY OF THE PERSONNEL IN THE STEWARDS DEPARTMENT! What other name does such action go by except **OUTRIGHT DISCRIMINATION?**

In resorting to the well-established anti-union practices of FAVORITISM and DISCRIMINATION, the Board acted directly in the interests of the shipowners. The arbitration award in the NESSCO case is a challenge to the S.I.U.! That challenge will not go unanswered. The militant seamen of the New Bedford line who stood together solidly in their four-days' strike last July will not allow these hostile, anti-labor actions of the arbitrators to divide their ranks!

Challenge to Union

Acting on the union principle of AN INJURY TO ONE IS AN INJURY FOR ALL, the crews of the New England Steamship Co. will work with might and main to establish the S.I.U. policy of increased wages and working conditions on every ship in that line, for every man sailing these ships!

Rely on Own Strength

Recognizing that the sole power of combating the shipowners' exploitation lies in its own strength, the S.I.U. will build up the solidarity of the men on the NESSCO—guarding against any trust in the "impartiality" of arbitrators—in order to improve conditions by its own militancy and its own action!

(A detailed analysis of the award and the "arguments" behind it will be found in the Dissenting Opinion of Charlton Ogburn, member of the Board appointed by the union, which is printed elsewhere in this issue.)

Seafarers' Log Honor Roll

S.S. SUWEID	\$13.50
S.S. GEO. WASHINGTON (Deck Dept.) ..	8.50
S.S. SEATRAN NEW YORK	6.10
S.S. MARSODAK (Steward Dept.)	4.00
S.S. CARRABULLA	3.00
S.S. DOROTHY (Deck Dept.)	2.00
Ray Tallon	1.00
Tom Jenkins	1.00
E. Helston	1.00
Total	\$40.10

Resolution on Elections

(Passed by All Branches, Atlantic & Gulf District)

WHEREAS: The memberships of the Atlantic and Gulf Districts, in the recent referendum vote on the Amalgamation Resolution, decided by a large majority to adopt the program calling for the merging of the Atlantic and Gulf Districts into one organization, to be known as the Atlantic & Gulf District, and

WHEREAS: At this time a referendum vote is being conducted to amend the present Constitution so as to make it conform in a practical and logical way to the new requirements of the Union, brought about by the amalgamation, and

WHEREAS: This referendum vote on the Constitutional Amendments will not terminate until the 14th of October, and

WHEREAS: These amendments to the Constitution, if carried, cannot become legally effective until the 4th of November inasmuch as it will require one full week after October 14th for the balloting committee to present a complete tally report to the membership, and after the acceptance of the balloting committee's report a two week period must be observed as a waiting period, as per Article XXIX of the Constitution, before the amendments to the Constitution become effective and binding, and

WHEREAS: Were the Union to proceed with the nomination and election of officials under the provisions of the present Constitution, such action would result in each District nominating and electing its own officials, which obviously is not in accord with the wishes of the membership as expressed in the adoption of the Amalgamation Resolution, and

WHEREAS: The adoption of the Amalgamation Resolution gives all members of the Atlantic and Gulf Districts the legal right to a full voice and vote in the nominations and election of all officials who are to serve the new amalgamated Atlantic & Gulf District, and

WHEREAS: Were the Union to nominate and elect its officials under the provisions of the present Constitution, and then have such officials function later under the amalgamated set-up, it would result in legal confusion and technical difficulties which the Union should avoid for its own protection, and

WHEREAS: The memberships of the Atlantic and Gulf Districts have voted to operate and function as one District, it is only reasonable and proper that the officials who are to serve the new amalgamated Atlantic & Gulf District for the coming year be elected under the provisions of the Constitution which is to govern the new Atlantic & Gulf District, and

WHEREAS: In order to do this, and to avoid any questions of legality, it would be advisable for the memberships of the Atlantic and Gulf Districts to postpone the nominations and the election of officers for a period of one (1) month, in order that the Atlantic and Gulf may proceed with the election of all officials both in the Atlantic and Gulf, giving the memberships of both the Atlantic and Gulf the right to run for any office either in the Atlantic or the Gulf, and the right to vote for all officials in the Atlantic and Gulf, without the possibility of any legal entanglements or confusion from any source, therefore be it

RESOLVED: That the 1940 nominations and election of officials be postponed for a period of one (1) month, such postponement to make nominations in order the last two meetings in October, and the election of officials in order during the months of December 1940 and January 1941.

What's Doing—

Around The Ports

JACKSONVILLE

Sept. 16, 1940.

Seafarers' Log

Dear Sir and Brothers:

Charges have been preferred against one George Herrick, No. 186G who is now aboard the S.S. West Kyska of Waterman S.S. Co.

This brother had the West Kyska tied up for an hour last Monday night, and claimed that the ship's crew had had a meeting in Philadelphia regarding fumigating the ship, and that the minutes had been forwarded to Baltimore for action. This Brother stated before the majority of the crew who were just finishing supper, that the officials in Baltimore were phony, and what the hell kind of officials were in this organization, who wouldn't back the membership.

I then told him the membership had elected the officials, and if they were no good, why did they get elected. He stated in front of the crew that he hadn't voted for anybody, and as far as he was concerned, they could have his book.

I told him to cut it out, as I would be forced to put charges against him, and he said he didn't care. Mind you, the ship had been tied up for over an hour then. The man made up his mind at the last moment just at sailing time, that he wanted to quit, which was impossible.

This man wanted to tie the ship up, because he couldn't sleep on his mattress, and also wanted the foc'stle cleaned out before the ship sailed. I told him, that I wouldn't tie up a ship for that kind of a beef, and it seems that when I was called up from the agent of the Waterman to get the ship out at once, that the deck department had had a meeting in the foc'stle, and decided to sail the ship, and this brother was holding it up.

While the crew was eating supper, I went and asked the Captain about installing a fan in one of the oilers room as the other fan was out of order, so the old man told me he would take his own fan out of his room, and give it to the oiler, which was agreed upon.

I then walked around the mid-ship house, and seen the Chief Mate, 2nd Mate, and 3rd Mate taking the jacob's ladder in on the foc'stle head, and the head line. Imagine, while the deck dept. was eating supper! I waited for the 3 mates to come midships, and when they did, I asked one of the

sailors to get the deck delegate, so he could listen as to what was going on. I bawled the mates out, and told them to pay the deck dept. 2 hours overtime apiece for handling the lines, while the crew was eating supper, and to cut this chiselling out.

I am notifying all branches, and H.Q. through the Seafarers Log, not to ship G. Herrick, No. 186G out, as the Jacksonville Branch has charges against him, and he is not to be shipped until he appears here. In closing, there were only two brothers shipped for the week, and there are 11 members registered on the 3 shipping lists.

F. Lauritano, Agent

TEXAS CITY

Sept. 21, 1940.

Editor, Seafarers' Log

Dear Sir and Brother:

Things have been booming down here, to say the least. The shipping list is not quite holding its own. Five book men left here, 2 on deck, the rest below; also 2 SUP and 3 permit men, engine.

How many of the members are taking notice of the epidemic of members missing ships in the last short time? If the ship's delegates will call the halls for men an hour before sailing time, and the late arrivers are forced to pay out a day's wages once in a while, this will stop faster than it started.

Don't forget that the shipowner takes notice of every instance of this kind and that they will sure as death and taxes remind the negotiating committees of it when they go up to improve on the present agreements.

The Francis Salmon came in during the week, and believe it or not, there was not a single beef on the ship. A record or something.

The pay-off this week was this: A west coast ship came in an A.B. and O.S. short. The only place to get an A.B. was from New Orleans so one was sent over. He got to the ship, signed on all ready to sail. Checked the crew—score one A.B. short. Ho Hum. She sailed short one A.B. What's the percentage?

The old President Fillmore is in here loading gasoline in barrels for the Orient. The last time I saw her on the coast was under the Dollar line stack. Now she is under the Panama flag. Somehow she looks altogether different; boats all stripped off her, dirty and that deserted look about her.

Saw a new C-3 in Galveston. When the quarters on all ships under the American Flag compare with the looks of these ships from the outside, then we can say we are getting some place.

At present there seems to be a sort of we're doing alright spirit among the members; sure we are doing fine, but it's imperative that we constantly forge ahead; there is no time for resting on the past laurels. Think it over!

We don't want any draws. CLEAR CUT WINS IS WHAT WE WANT AND WILL GET, AS LONG AS WE DO OUR GETTING IN THE PROVEN S.I.U. STYLE.

Fraternally,

A. W. Armstrong.

MOBILE

September 24, 1940

Dear Sir and Brother:

Everything has been unusually quiet on the waterfront lately in port. There have been several ships in here the past two weeks with only small beefs on all of them.

The S.S. Warrior came in and took a few replacements for a Far East voyage. The S.S. Kofresi, Hastings, Topa, Topa, Beauregard and Maiden Creek—all with minor overtime and repair beefs.

The S.S. Lafayette and S.S. Ponce de Leon are due in this afternoon. The Ponce de Leon will go on drydock in the morning and the Lafayette in all probability will go back to the Orient.

Voting is going on on the Constitutional Amendments every meeting night. We get a few men from the ships to come up and vote, but they are not voting as they should. They don't seem to take enough interest in the balloting.

A month ago we were begging the men to take jobs and now shipping has really slacked up. We have at the present time about 125 men registered on the three shipping lists in all departments.

The S.S. Pan Orleans should be ready to take a crew about the middle of October. She will be a nice job and will ply between Tampa and New Orleans.

This writer can't help but notice the fact that the Gulf ports are doing most of the writing for the "Log." Brother Armstrong noted that fact a few weeks back but it didn't do much good. I would like also to see some of the Atlantic members write in to the "Log" and try to keep it supplied with the news.

Fraternally yours,

Robert A. Matthews,
Eng. Patrolman.

Hillman vs. C.P.

New York State CIO Splits In Wrangle Over Roosevelt Support

As was to be foreseen, the showdown between the Communist Party forces and the Hillman faction in the New York state organization of the C.I.O. resulted in a wide-open split of that body. Participating on the side of the C.P.-dominated faction were such well-known fellow-travelers and figure-heads as Joe "No Coffee Time" Curran of the NMU and Mike Quill of the Transport Workers Union.

"Packing" Charged

The split occurred before any actual convention business could get under way. It came over a charge that the C. P. crowd was trying to "pack" the convention with fake delegates from various unions, including the NMU. This charge was made by Gustave A. Strelbel, president of the State Industrial Council of the CIO and leader of the Hillman faction in the organization, when a preliminary credentials report first came before the body. He claimed that the opposition were sending duly certified credentials out of the hall for repeated use.

When Strelbel then tried to adjourn the session, the opposing faction, admonished by Curran to "Keep your seats!" refused to budge.

The Faction Yells

The C. P. crowd sat tight yelling, "Lewis is our leader; we shall not be moved."

BALTIMORE

News and Views

New Ships -- Argonaut Changes Hands Navy's Acquisitions -- Odds and Ends

BALTIMORE, Md., Sept. 25.—Shipping continues average out of this port with Dispatcher Hansen reporting 107 shipped and 82 registered for the week ending September 16, and 66 shipped; 66 registered for the week ending September 23. Total registration in all three departments numbers 208 at present. The usual end-of-the-season slump, ordinarily has little or no effect on shipping turnover in Baltimore, although heavier beach lists can be expected due to members coming in from other ports where passenger and seasonal ships lay-ups have slowed down shipping.

New Ships

Bull Line's MONROE and RUTH (ex-Barreado) should be ready during the first week in October. We have no report on the progress of the S.S. MARINA, the new C-1 freighter being built for the Line. The four additions to the Ocean Dominion Line fleet will be the WAUKAU, PUGHKEEPSIE, DAVENPORT, and NEW WINDSOR. These ships should be put into service within the next month or so. Waterman has chartered the ANDREW JACKSON (ex-SALAAM) for a trip to the Philippines and South American ports. The ANDREW JACKSON is the first of the four ships recently acquired by Waterman to go into service. The others are the LA SALLE, PAWNEE, and PONCE DE LEON.

Navy's Acquisitions

Bull Line's MARY ended her African charter here this week and goes back on the Gulf run. The CAROLYN of the same Line makes another trip to Chile for another load of ore. Esso's new ESSO ALBANY left here this week for Collinsburg (Philadelphia to you) to be taken over by the navy. The navy also gets the new C-3 S.S. EXCHEQUER. The old WAUKEGAN joined the army as a transport last week with the

WEST KEENE, another old-timer scheduled for the same service at the end of the month.

The Maritime Commission has invited bids for purchase of 25 ships in the tied-up fleet on a where-is-as-is basis. There are no restrictions on the bidding, and it is probable the majority of ships will go to foreign buyers, particularly Great Britain.

Argonaut Changes Hands

American South African has taken over the old Argonaut Line with the exception of the ATLANTIC, which was sold to Panamanian interests. Calmar Line, according to the galley wireless, is on the lookout for three ships to increase their intercoastal schedule.

Odds and Ends

Of the eight ships of the American Merchant Line sold to the Belgian Government at the beginning of the war, five are now resting down in Davie Jones' locker, victims of torpedoes.

Standard Oil lost the James McGee in the Irish Channel when she was torpedoed, and the old Joseph Seep wick sunk after striking a mine in Le Havre harbor.

Members between the ages of 21 and 35 will be required to register for the draft at the first American port they touch at, on, or after October 16. If in doubt as to whether and where you should register, consult your branch agent.

According to Winchell: A. Hitler has warned B. Mussolini not to sink any British ships in the Mediterranean that A. Hitler has already sunk in the North Sea.

W. H. Elkins, Agent.

Labor on Guard:

Keeping Up With Draft Fenagling

In line with recently expressed fears that conscription will be utilized for anti-labor purposes, the following very interesting item appeared in the "Business Outlook" section of the New York Journal of Commerce last week:

"Union Disputes Feared in Conscription"

"Many union leaders fear that the deferment procedure in the selective training program may be used to discriminate against militant unionists to remove them from their jobs. To personnel men this fear indicates considerable friction with unions is to be expected when conscription gets under way.

"Labor leaders fear that when local boards inquire of employers whether a specific worker is vital to the maintenance of the national health, safety or interest, employers may base their answers on the worker's role in union activities. Union men are particularly apprehensive in those industries or companies where the management has yet not become reconciled to unions and collective bargaining.

"The International Union of Mine, Mill and Smelter Workers, a CIO union, for example, has already charged that a foreman in a Connecticut plant told a union member, 'If you don't get out of the union, the company will see that you're drafted out.'" (Journal of Commerce, September 27, 1940.)

ATTENTION!

UNDER NO CIRCUMSTANCES are crews to sail ships with replacements that have not been cleared through the union hall in ports where S.I.U. or SUP branches exist. The shipping of men without proper union clearances is a responsibility which devolves upon the CREW and corresponding disciplinary action will be taken by the union in the event of such future delinquencies.

Union Attorney's

DISSENTING OPINION

(Continued from Page 1)

dence showing the cost to a worker of supporting a family of wife and two or three children and himself, and also introduced evidence showing comparable wages in other industries.

No Evidence on Ferries

The Company undertook to draw distinctions between these ten steamship lines and its Line, and the Company even went so far as to refer to the Island Line as a ferry line. The distinctions drawn by the company do not impress me so far as the conditions of work or the actual work itself and the cost of living are concerned. The Company introduced no evidence as to what wages were paid to deck hands, for instance, on ferry lines operating in and around the harbors on the North Atlantic Coast. If such wages are actually lower than those demanded by the Union to be paid by the Island Line, I, as one of the Arbitrators, should like to know that fact before giving any weight to this argument of the Line's attorneys.

Cites 10-10 Gains

The contracts, introduced into evidence, with these ten steamship lines show there has been a horizontal increase in the last several months of wages to the unlicensed personnel of \$10 a month (except in one or two lines where it is \$7.50 a month), and an increase in overtime from 70c an hour to 80c an hour. The increases of \$10 a month granted this year by these other steamship lines, although referred to as temporary emergency increases, are in no sense war bonuses paid by a number of steamship companies which enter dangerous zones—zones that none of these ten lines touches.

A comparison of the scale of wages being paid by these ten steamship lines after these increases, which constitutes all the evidence before us on wages to unlicensed personnel of ships operating on the Atlantic Coast, with the scale of wages in the contract between the Island Line and the Union really warrants the increase requested by the Union to prevent its members, the unlicensed personnel of these ships, from receiving less than other seamen, members of steward, engine and deck departments are getting.

Points Out Injustices

Furthermore, the differential under which watchmen on the Island Line have been receiving \$2.50 a month less than the seamen seems unjustified, and the prevailing custom certainly would warrant quartermasters being given a differential of \$5 a month higher than seamen.

The Union asks that the Company observe nine legal holidays and if an employee is required to work on any of these days, that he receives overtime. Chapter 149, General Laws of Massachusetts as amended, makes it an offense punishable by fine of not more than \$500 for any mill or factory to require an employee to work on legal holidays, which in Massachusetts are: January 1st; February 22nd; May 30th; July 4th; Labor Day; October 12th; November 11th; Thanksgiving Day; and Christmas. The Maritime laws of the United States require the observance of legal holidays. This Island Line does not observe a single legal holiday, NOT EVEN CHRISTMAS.

Regarding Overtime

The Line grants overtime for work on Sundays. On the same basis, it seems to me, it should grant overtime to those who work on legal holidays. In fact,

the hours of work on this line are particularly long, being fifty-six a week. Men are required to work even on Saturday afternoons. The Company, however, does give two days a month in lieu of the work on Saturday afternoons. Some of the contracts with other lines, introduced into the evidence, show that in addition to Saturday afternoons, holidays and Sundays, the unlicensed personnel, members of this Union, receive from one to two weeks' continuous vacation with pay, which would seem more desirable than merely two days a month. Also, on these other lines, the vessels spend considerably more time in port than they do on the Island Line, where the operation is continuous throughout each day.

Contrast in Wages

Seamen on the Island Line, receiving \$75 a month plus board and bunk, for which \$30 is a fair allowance, and double time for Sunday, earn, as I figure at the rate of 50.5c an hour on a 56-hour week. Contrast this wage, for instance, with the 88c an hour paid to bus drivers and one-man streetcar operators by the Boston Elevated. Contrast this figure also with sums paid by the New Haven Railroad to trainmen, firemen and other organized employees. Wages paid arbitrarily by an employer to individual employees who are unorganized and who do not have the benefits of collective bargaining are certainly not a criterion, nor are wages paid by the WPA to workers on relief a criterion for unionized American workers. Relief wages cannot be used to pull down decent wages to which workers are entitled to. The majority members of the Board, however, disregard as a criterion for their award the criterion established by the only evidence before the Board relating to steamship lines and instead refer to evidence presented of wages paid to unskilled and semi-skilled labor on Martha's Vineyard and Nantucket—wages not arrived at all by collective bargaining but wages arbitrarily set and paid to unorganized labor.

Forced on Relief

A seaman, as is any other worker, is entitled to a living wage, that is a wage sufficient to support himself and family in health and decency. According to the standards fixed by cost-of-living experts in the U. S. Government, the amount of annual earnings of a deck hand employed by this Company who works 365 days a year, fifty-six hours a week, still lacks about \$400 a year of being sufficient to support himself and family in health, decency and comfort in Massachusetts, according to cost of living budgets prepared by experts. Unfortunately, however, only fifty-odd of these employees work throughout the year; about 115 employees work from three to five months. How these approximately 115 employees make a living for themselves and their families the remaining nine months is probably not a matter this Arbitration Board is concerned with, but considerable light is thrown upon that question by the Company's exhibit g (1), which shows that thirty-five employees are unemployed throughout these nine months, and seven are on relief work, either WPA or state.

Company Claims Weak

There were introduced in the evidence by the Company operating statements for the years 1936 and 1939 and a summary of income, operating expenses and taxes and net income for the years 1936 through 1940. This sum-

ATTENTION Point Brava Men!

Members of the Deck Dept. of the POINT BRAVA who signed on May 29, 1940 have overtime coming on account of the care of mules. This can be collected at the Ocean Dominion Steamship Co., 17 Battery Place, New York.

* * *

Those members of the crew who were paid off in Montreal will please get in touch with Arthur C. Ward, c/o S.U.P., 105 Broad St., New York City, AS ACTION FOR RECOVERY OF TRANSPORTATION AND ONE MONTH'S WAGES IS BEING INSTITUTED.

mary shows that the net income of the Company for 1936 and 1939 was approximately \$115,000 and that the deficit for 1937 and 1938 was approximately \$32,000. This leaves a net balance for the four years of approximately \$83,000. The Company's accountant, Mr. Fairfield, estimated a deficit for 1940 of \$23,000. I stated during his testimony that I could not accept his figures on the deficit for the reason that he stated his estimate for the last five months of 1940 was purely "arbitrarily." It seems to me that an estimate of a loss of five months yet to come, which is purely arbitrary, should not be used to deprive the seamen of a just increase in wages. Omitting the year 1940, for which an arbitrary estimate of a deficit was presented and which everyone admitted was a bad tourist season because so much of the summer was cold and rainy, the net earnings of the Company for the years 1937-38-39, since its contract with the Union was first signed, show a small profit and not a deficit.

Net Earnings Revealed

The financial ability of the company to pay wages becomes pertinent for consideration by a board of arbitration only after the wages reach a level not yet attained here. The law is settled in the decisions of several Federal judges having in charge receivership of corporations that a corporation must pay a living wage regardless of the financial ability of the company. Certainly, depreciation of \$45,000 a year set up as bookkeeping matter cannot come ahead of just wages. The Company's total net earnings during the years 1936-7-8-9, before depreciation, are over \$300,000. Even admitting the Company will sustain a deficit of \$23,000 for 1940, the earnings for this five-year period before depreciation, as introduced into evidence by the Company, would be over \$325,000. Depreciation is, of course, a perfectly legitimate item under expenses, but it is a serious question whether it should come before a living wage to the workers who operate the property. This steamship Line, according to the evidence, has in cash approximately \$120,000. Even if there is a loss in 1940 of \$23,000, this is a very short time trend. According to the findings of the President's Emergency Railroad Board in 1938 in passing on the wage controversy between the Class I Railroads and the Brotherhoods, capital must absorb losses over a short-term period and labor must not be deprived of a living wage because of such losses, pointing out that the investment is made with the knowledge of a possibility of losses and that, therefore, the investor rather than labor should bear them.

The award signed by the Chair-

MORE ABOUT:

New York State CIO Splits In Wrangle Over Roosevelt Support

(Continued from Page 3)

that the Stalinite crowd tried their usual tricks of faking credentials and otherwise used underhanded methods in order to seize control, the high-handed procedure of the Hillman faction—which no doubt did a good deal of "packing" itself—and the use of cops for the settlement of the dispute, tended to throw a good many neutral and even anti-C. P. delegates into the other camp.

Some, who in their own unions had battled against sell-out policies and suppression of democracy by C. P. leaders and their stooges, were not very enthusiastic in seeing the whole convention turned into a political steamroller for President Roosevelt, remembering a good deal of the anti-labor legislation and activities carried on by the present administration in Washington.

Split Not Final

As a result of the confusion of the issues, the split in the New York state CIO organization cannot be regarded as final. Although Lewis has been reported as supporting the anti-Hillman faction, which walked out of the convention and set up a complete organization of their own after the announcement of the credentials committee report, no official action is contemplated until the National Council of the CIO meets.

But that body does not meet until after the presidential elections, and consequently most of the bitterness involved in the dispute—which was brought to a head by the Hillmanites' desire to have the state organization plug for Roosevelt in the very crucial New York electoral situation—will by then have petered out.

For the time being, two state

bodies of the CIO will function side by side, with increasing friction. Instead of moving towards the unity of labor, the Communist Party tactics have thus far led only to greater division in its ranks. Here is another example of the practical value of Stalinite "unity" hollering.

It is still hard to tell what ultimate effect the New York split will have on the national CIO organization or on CIO-AFL relations. One thing is certain, however: By far the outstanding factors in the whole development are the following: (1) the political interests of the Democratic Party, whose whole structure is linked closely with the employers who exploit labor—and who are now driving full force to squeeze increased profits out of national defense and war preparations; and (2) the maneuvers of the Communist Party, whose dictatorial leadership is blindly obedient—not to any group of workers—but to the gang of cynical and corrupt rulers in Moscow.

When the ranks of labor learn to see, through the maneuvers of the politicians tied up with the Old Parties of the employers as well as those owing allegiance exclusively to Joe Stalin, the road toward real labor unity and toward aggressive, independent action of labor in its own interests will be considerably cleared.

NOTICE!

Ellis F. Kirkpatrick

Left home four weeks ago. Has not been heard from since. Anyone familiar with his whereabouts is requested to get in touch with Mrs. E. F. Kirkpatrick, P. O. Box 595, Mobile, Alabama.

man states that he "feels that any further substantial increase in wages might bring about a stoppage of its (this Line's) service." Since this expression of opinion is only conjecture on the part of the Chairman it hardly seems sufficient on which to base a denial of the wages requested by the employees and supported by the evidence.

This Line is a public service, has been in operation for well over a hundred years, and was acquired by the New Haven Railroad from its former owners in 1912. The interest of the public in the maintenance of this Line, which the majority opinion cites, would certainly demand that any decision of the owners of this Line to sell these ships to other interests, who would operate the ships elsewhere, be passed upon by some public body just as the abandonment of a railroad line must be passed upon not only by the I.C.C. but, if necessary, by the courts. The inhabitants of these islands are more dependent upon this steamship service than are the inhabitants of any cities on the mainland on railroad service, for which there are substitutions, yet a railroad line cannot be abandoned arbitrarily by the owners; and if under our present law this Line could be arbitrarily abandoned at any time by the owners if, for instance, there were offered a profit on the sale of these vessels, then there is a defect in the law.

Departed from Evidence

From the foregoing observations it will be seen that my opinion is that the Chairman of this Board is departing from what the evidence demands in denying to the unlicensed personnel, em-

ployees of this Line, virtually all of their requests for wage increases and better conditions to bring them nearer to the position attained by employees of other steamship lines and workers in other industries, even denying their request for holidays. Such a denial of holidays to employees by an employer operating a mill or factory in Massachusetts is an offense punishable by fine. It is true that the Chairman finds that:

"To the extent that service requirements will permit, and that the necessary work of the company can be carried on without additional expense, the Board awards that regular assigned employees be released on Thanksgiving Day, Christmas Day and February 22nd without loss of pay."

This award may well leave the men just where they are.

What Is "Adequate" Wage?

Among the considerations which have induced the majority of the Board to deny the increase requested, as shown in the opinion of the majority, is that there has been practically no change in the cost of living since 1938 and no changes in the working conditions on board the boats. This may well be an assumption not warranted by the evidence that the wages were adequate in 1938, when the cost of living budgets in evidence showed they were not adequate.

In view of the foregoing, I find myself unable, as an Arbitrator, to concur in the award but must respectfully and very positively dissent therefrom.

(Signed) Charlton Ogburn
September 12, 1940.