

**SECURITY  
IN  
UNITY**

# SEAFARERS LOG

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



VOL. II

NEW YORK, N. Y., FRIDAY, DECEMBER 20, 1940

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No. 22

## "EWA" APPEAL DENIED; UNIONS TAKE CASE TO SUPREME COURT

The appeal of the crew of the Matson vessel "Ewa," convicted last summer by the District Court in New York on charges of mutiny, was denied this week by the United States Circuit Court of Appeals for the Second District. The judgment of the District Court was sustained.

### Refused Rights

As all hands will recall, the history of the case is about as follows: When the "Ewa" reached Kolachel, India, last February, they were entitled to a draw, having sailed from New York in December, 1939. The master of the vessel refused them this right repeatedly. Thereupon the men, acting according to law, declared the articles broken and demanded to be paid off.

### Act According to Law

Since the skipper had broken the articles, they wired the American consul in Madras to come down and pay them off. Naturally, being without any funds, they could not go ashore at Kolachel until they were paid and until transportation back to the United States—as provided for by law—had been arranged for.

The consul advised them to take the ship to Aden, Arabia. They obeyed instructions. A vice-consul there advised them to take the ship to Port Said. Again they obeyed instructions. There they were finally paid off and naturally refused to prepare the ship for the return to the U. S., a new crew having to be mustered on.

### Charged With "Mutiny"

When they returned to the United States, they were hauled before the courts by the company on charges of "mutiny"! Al-

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## Steadfastness Settled By S.U.P.

After the operators agreed to certain important clarifications in the agreement demanded by the Sailors Union of the Pacific, the membership of the SUP voted to return to work on the steamships with the boost in pay of \$7.50 per month or \$5 and five cents an hour overtime—a concession previously granted to the unions.

The return of the sailors concluded a strike begun by the Cooks and Firemen early in October. Machinations by the Stalinists who control the CIO Maritime Committee are responsible for an unnecessary loss of time by all marine workers involved, since the operators were from the first willing to grant the wage raise finally obtained, and since fruitful cooperation among the unions themselves was prevented when the CIO committee influenced the Cooks and Firemen not to accept an invitation to a joint conference called by the sailors.

## Bridges' Union Gets Adverse NLRB Decision

In a two to one decision, the National Labor Relations Board headed by its new chairman, Dr. Harry A. Millis, voted this week to reconsider certification formerly granted to the International Longshoremen and Warehousemen's Union (CIO). The ILWU, headed by the notorious Harry Bridges, had previously been certified as the sole collective bargaining agency to represent Longshoremen on the West Coast.

Several weeks ago, A. F. of L. longshoremen's locals in the Puget Sound area conducted a successful strike which elicited a review from the NLRB, resulting this week in actual victory for these unions. The decision is far-reaching in its effects and is expected to unseat Bridges, whose "throne" is already tottering in his own CIO union, from his position as kingpin of West Coast longshoremen.

## Shipowners Foresee 80% Of Ships in Naval Reserve

After addressing the American Merchant Marine conference and the convention of the Propeller Clubs in New Orleans, the well-known leader of the shipping interests, Mr. Frank J. Taylor, voiced some very frank opinions upon his return to New York last week. Some of the facts which Mr. Taylor cites, with a view to enhancing the prospects of profit for the shipowners, are equally of interest to the working seamen—from another angle, that of impending dangers.

### 80% of Ships in Naval Reserve?

"Although the United States is making rapid strides in rehabilitating its merchant marine for the foreign trade, it has neglected its important coastwise and inter-coastal lines which constitute two-thirds of the total American-flag tonnage," Mr. Taylor is quoted in an interview. "It is estimated that in time of emergency 600 vessels, or four-fifths of the present total, would be taken over for military purposes. When you consider that domestic vessels play an active part in time of emergency as dem-

### WARNING

It has come to our attention that a certain Walter Nye is allegedly representing himself as a "delegate-at-large" for the Seafarers International Union at Honolulu and attempting to "collect dues" for the SIU.

For the information of all seamen we hereby state that no one by that name or by any other name is authorized to act as "delegate-at-large" or to collect dues for the union at Honolulu.

## Lumber Strike Won by United AFL-CIO Fight

SEATTLE, Wash.—A five-cent an hour raise and a week's vacation with pay were quickly granted by the Lumber bosses after Northwest mills were tied up far and wide in the strike jointly conducted by the Lumber and Sawmill Workers Union (AFL) and the International Woodworkers Association (CIO) after a strategy conference in Centralia. The united efforts of the workers were greeted also by an agreement to institute a "sliding wage scale," which would make wages adjustable to rising costs of living.

onstrated by the world war and their added importance because of their immediate availability and freedom of internment, it is imperative that immediate steps be taken to provide an incentive for our domestic lines to build ships."

What Mr. Taylor then proposes is tax exemption for shipowner profits as a sort of subsidy for the building of new ships. As usual, the employers are quick on the uptake. They see a marvelous prospect of increasing profits lying ahead and they bend every effort to take advantage of it.

### What Happens to Seamen?

For the seamen who man the ships, the prospect painted by Mr. Taylor is not so good. The apparently chance transfer of merchant vessels to the Naval Reserve that has been going on for some time has already thrown a good number of seamen out of work—with their only alternative being to work under scab conditions and for the scab wages provided for in the Naval Reserve or by the Maritime Commission Fink Training Program. We are told that no less than four-fifths of the present coastwise tonnage, or 600 ships,

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## ADMIRAL ATTACKS U.S. LAWS PROTECTING LABOR'S RIGHTS

In a report viciously interspersed with anti-Labor bias, Admiral Ray Spear, Chief of the U. S. Navy's Bureau of Supplies and Accounts, attacked the Walsh-Healy and Fair Labor Standards Acts as detrimental to "defense" production. His report received widespread publicity in the big business press and served as spearhead for a campaign demanding the repeal of the Walsh-Healy Act, voiced editorially in the "New York Times" of December 10, 1940.

## S.I.U. Cannery Workers Score Big Victory

The Seafarers' International Union scored another decisive victory when its affiliate, the Fish Cannery Workers Union of the Pacific, was certified by the NLRB at North San Diego, California, as the exclusive representative for the purpose of collective bargaining of all maintenance and production workers for the Old Mission Packing Corporation.

The CIO United Fish Cannery Workers Union, Local 64, contended in the election and ran a poor second.

This victory is only one in a series that has marked the triumphant march of the Seafarers in this field. What little there still remains of the CIO union is threatened with complete elimination in the not very far future.

Demonstrating through actual accomplishments that it can win better conditions and pay for the workers in the fish canning industry accounts for the overwhelming success the Seafarers have experienced and will continue to enjoy.

The Walsh-Healy Act requires that government contracts shall be given only to concerns observing the protective labor laws on the Federal statute books. According to this act, firms violating such laws as the Minimum Wage provision and that guaranteeing the right of labor to collective bargaining are automatically barred from the grant of government contracts.

### Dept. of Labor Refutes Spear

L. Metcalf Walling, administrator of the Walsh-Healy Act for the United States Department of Labor, publicly denied Admiral's Spear's allegations in a statement before the Seventh National Conference on Labor Legislation which gives factual data to disprove the Admiral's charges point by point.

### AFL Makes Strong Protest

The American Federation of Labor has also protested Admiral Spear's report, saying that "such misleading and irrational statements as the occasional Admiral is likely to make are seized upon for propaganda purposes by greedy industrialists and their screaming stooges in Congress to help their shortsighted campaign for bigger and ever bigger profits out of the defense program at the expense of the workers."

## Beef to See Beef

A strange beef arose on the Honduran freighter Mana the other day. Scheduled to sail from Boston last Monday, the vessel was delayed by striking Negro crew members who demanded wage increases and—permission to see the Joe Louis-Al McCoy heavyweight championship fight. The crew settled their beef satisfactorily, and Joe did likewise with his beef. Looks like the real McCoy in the way of straightening out beefs all around.

## Notice to All Branches

The following men are not to be issued books or permits in the Seafarers' International Union of North America:

Manuel Ortega  
Casino Mendez  
Gustavo Herrera  
Zaffira Valsamis  
Jose Garcia  
William Walker  
Henry Ray  
Joe J. Soto, Jr.  
John Gutierrez  
Manuel Lopez  
John W. Connor

Joseph Kulak  
Santos Lattaladi  
Jesus Muino  
Francisco Arman  
Juan Aponte  
Gatano Salbo  
James Saunders  
Antonio Mendiola  
Miguel Otero  
Abraham Aponte  
Erasmus Munz

Post these names in each branch office and keep a close check. These men worked against the interests of the SIU on the S.S. Delfina of the Baltimore-Insular Line.

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

Affiliated with the American Federation of Labor

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**Pointed Remarks on the Admirals**

In the American Federation of Labor's "Weekly News Service" of December 10, 1940, Editor Philip Pearl makes some especially pointed remarks about the Admirals of the U. S. Navy. Says Pearl in his Facing the Facts column:

"It seems that some Navy Admirals are out of step as usual. The latest to fall by the wayside is Rear Admiral Ray Spear, who in his annual report as Chief of the Navy's Bureau of Supplies and Accounts, complains that the Walsh-Healy and Fair Labor Standards Acts are retarding expansion of industrial facilities to meet defense needs.

"But it's not a bit surprising to hear a Navy Admiral talk like a member of the Union League Club. In fact, the high-ranking officials of our Navy form a more exclusive set than any group of pot-bellied plutocrats in the nation. To some of these Admirals democracy is as foreign as it is to Adolph Hitler. They are used to dictatorial methods. As commander of a battleship, a squadron or a fleet, an Admiral stalks the deck with complete authority. He hears no labor problems, sees no labor problems, he knows no labor problems. With such a background, it is no wonder that the Admirals find it difficult to understand the complexities of industrial production where civilian workers, not men in uniform, are employed."

**Seamen Have Same Experience**

Anyone who has had to deal with Admirals on matters affecting labor will naturally share these views. Their whole course on the Maritime Commission has been characteristically anti-labor. Their latest attempts to railroad the seamen of the Merchant Marine—unemployment among whom is rising due to the transfer of vessels to the Navy and Army transport service—into the Naval Reserve are similarly in character.

**First Line of Defense for Labor**

But neither the seamen nor any other section of Labor is going to be intimidated by the drive to reduce their rights and their living conditions undertaken by the Admirals—to the enthusiastic plaudits of their pot-bellied associates among the plutocracy—all in the name of "defense."

For labor, "defense of democracy" means first of all having and maintaining the democratic right to organize and bargain collectively, to ensure a living wage. If that "defense of democracy" has to be undertaken in the first line against the opposition of the plutocracy and the Admirals, so be it.

**"Time to Democratize Navy"**

As Mr. Pearl sums up in his column, "the time has come to democratize the Navy." Will it be necessary for the rights of Collective Bargaining and Fair Labor Standards to be introduced in the ranks of the Navy in order for the Admirals to recognize such rights as inviolable among civilian workers?

Yes, the time has come to democratize the Navy!

**MORE ABOUT**

**Starving Shipowners and NMU Big-Hearts**

Remember how Howard McKenzie, Moosejaw Curran and the rest of the NMU officialdom shed bitter tears last spring and wrung their hands about the poor, starving shipowners who couldn't afford even a \$2.50 increase in monthly pay?

Well, here's another item we checked to show how phoney this plea of the big-hearted friends of the down-trodden shipowners actually was and is:

From the Journal of Commerce, December 13, 1940—

"Earnings of the Southern Pacific appear to be pointing definitely upward, and although for the first ten months income of the system and non-affiliated solely controlled subsidiaries was about on a par with a year ago, the final consolidated report, which includes subsidiary losses, is expected to show better than \$1 a share, compared with 61 cents in 1939. . ."

The Southern Pacific is, of course, the Morgan Line of vermin-infested fo'c's'l fame—under contract with the NMU. As can be seen from the report, the company's stockholders aren't exactly applying for home relief.

It would be well for the membership of the NMU to hold their officials to the business of acting in their behalf, instead of breaking their backs with sympathy for the alleged plight of the operators.

**Unions Take "EWA" Case to Supreme Court**

(Continued from Page 1)

though the charge, to anyone knowing the facts of the case, sounds ridiculous, a jury—after having been instructed by the bench accordingly—brought in the astonishing verdict of guilty. Since the jury was originally a hung jury with six for conviction and five for acquittal, the verdict was a compromise and recommended leniency, and the men got a sentence of from 1 to 3 months for sixteen of their number and a suspended sentence for five others.

**Important Test Case**

The unions involved in the case, the SUP and the MFOV, immediately realized that here was more than just an ordinary case. It was an attempt to set a precedent by which to prosecute militant seamen for "mutiny" when they knew their legal rights and acted on them. The two unions therefore undertook officially to conduct the defense of the men and to appeal their case to the higher courts.

**End of Second Round**

The decision of the Circuit Court of Appeals constitutes the second round in this defense. The judge who acted on the appeal made some astounding blunders in his decision. On the one hand he charges the crew with acting with "alacrity" in declaring the articles abrogated, when the skipper refused them a draw—to support his upholding the judgment declaring them mutinous. On the other hand, he charges that they did not get off the vessel with sufficient speed—a sort of lack of that "alacrity"—to support the same judgment.

He doesn't deny that the men were within their rights to declare the articles abrogated when the skipper refused them a draw. He questions their rights to stay on board ship thereafter—although they did so only until they were paid off in Port Said and guaranteed their transportation back to the U. S. as provided by law. He completely disregards that the law specifies that they are entitled to passage back.

**On With the Fight!**

In view of the seriousness of the case, which if it stands, sets a dangerous precedent whose effects have a direct bearing on the rights of all seamen, the two unions are making preparations to appeal the case to the Supreme Court—the third round of the fight. All support and encouragement is due the unions and the men involved in this fight. Their cause is the cause of all seamen.

**Permits Revoked**

The permit of the following seaman has been revoked and his card should be taken in when he appears at any branch of the SIU:

J. N. Shea, No. Z-96519

He is not to be shipped under any circumstances.

**Compares SIU and NMU on Bonus**

**New Orleans**

December 14, 1940

Editor, Seafarers' Log  
Dear Sir and Brother:

Shipping last week was pretty good, with a total of 71 men dispatched to various jobs. Shipped eight Permit Card men.

Not very many major beefs around here lately. Nearly all the ships coming in here for the Far East have beefs on them about the riders. They sign on in other ports and when they get here, they want the riders changed, so they can get a transportation clause put in them.

The men on the Standard Fruit and Steamship Co. ships have gone out on strike. All six of these ships fly the Honduran flag. The radio operators are the only union men on these ships; they belong to the American Communication Union, an affiliate of the CIO. The men are demanding a flat \$10 per month increase in pay, 70 cents per hour overtime, a nine-hour day at sea and an eight-hour day in port. A.B.'s get \$62.50 on these ships.

The NMU is on record to help these men in their fight with the Standard Fruit. They are using the NMU hall to hold their meetings in while on strike. As proof of what help the NMU can give these men, I quote an article that appeared in one of the local newspapers here this week:

"The protest registered with the officials of the Lykes Brothers S. S. Co., Inc., yesterday by the NMU crew of the S.S. Reuben Tipton will not interfere with the scheduled sailing of the vessel for Japan today. Both company and union officials agree on this. The crew has a contract with the company which prohibits strike ac-

tion. The protest was against the shipment of gasoline and phosphate to Japan, and advocated a complete embargo of Japan because of its invasion of China. The crew members are now receiving a war bonus amounting to about \$10 (ten dollars) per man per voyage for trips to the Far East. On January 9th, both company and union officials will open negotiations with regards to raising this bonus."

Why don't the NMU officials and the shipowner get together before January 9 to open negotiations for a bigger bonus? Why do the NMU men sail the ships to the Far East for a measly \$10 bonus? These are the questions asked by the men on the SIU ships, and also by some of the NMU men.

The NMU in the Pilot has always boasted about their good conditions and wages, and yet today they sail their ships to the Far East for a \$10 bonus. And the SIU sail their ships to the Far East for nothing less than \$1.00 a day from Honolulu back to Honolulu. A bonus over eight times as much as the NMU is getting.

Yes, Mr. Curran, all these good union men wonder why on these "phoney," "unorganized" SIU ships the men get a bonus over \$75 and on your "well-organized" ships the men get a measly \$10 bonus. Could it be that the SIU officials are for the men and not for the shipowners? Why is it that you and your bunch cannot get gains for seamen like our officials have gotten for us?

By the past record of the NMU we do not think they can give the seamen on the Standard Fruit ships much help. I believe the majority of the seamen think the same.

Fraternally yours,  
C. J. "Buck" Stephens.

**Seafarers' Log Honor Roll**

S.S. MANUELA .....	\$3.25
S.S. HASTINGS	
Deck Department—S. A. Jennings, \$1.00; E. C. Lodigiani, \$1.00; Sparks, 25c; T. Crocker, \$1.00; J. H. Copenhaver, \$1.00; E. J. Dorgan, 50c; P. D. Walter, 50c; J. B. Brodeur, 50c; J. Koen, 25c; Emil Harm, 25c; G. Robinson, 25c; N. Webb, 25c.	
Engine Department—J. Skoper, \$1; J. D. Edwards, 50c; F. V. Pesek, \$1; H. Halcombe, \$1; W. Merickle, \$1, R. E. Giadrosich, 50c; A. Ingram, 50c; J. B. Ross, 50c; H. Hall, 50c; J. R. Hall, 50c; W. J. Herring, 25c; C. Steers, 25c; J. Fulton, 25c; J. Jansinus, 25c.	
Steward Department—C. Collins, 50c; F. Bradley, 50c; L. Hall, 45c; I. Evens, 25c; Willie Kyles, 45c; Frank Denis, 45c.	
.....	17.60
S.S. SEATRAN NEW JERSEY	
R. Burns, \$1; A. E. Smithson, \$1; G. O. Pollard, \$1; M. Renach, 25c; Jose Martinez, 25c; Maglicio, 50c; Misc. \$1.60.	
.....	5.60
S.S. PANAMA CITY	
Bowen, \$1; Musi, \$1; Bradley, 50c; Smith, \$1; Hewey, 50c; Wandell, 50c; Douglas, 50c; Jordan, 50c; Robinson, 50; Phillips, 50c; Jones, 50c; Coker, 50c; Hughes, \$1; Elliot, 50c; Pearson, 50c; Molony, 50c.	
.....	10.00
S.S. CASSIMIR (Crew) .....	10.00
S.S. CATAHULA .....	3.95
S.S. HILTON (Deck Dept.) .....	3.75
S.S. HILTON (Engine Dept.) .....	4.00
S.S. HILTON (Stewards Dept.) .....	1.25
Harry's .....	1.00
Albert Blasi .....	1.00
H. A. McAvoy .....	1.00
Clarence Chambliss .....	1.00
H. Houghton .....	1.00
Thomas Milsted .....	1.00
Total .....	\$65.40



## ATTENTION ALL S.I.U. CREWS!

According to instructions received from Secretary-Treasurer Sydney Gretcher this week, **all beefs involving the tie-up of ships or delayed scheduled sailings MUST BE REPORTED TO HEADQUARTERS**, for the records.

In case a dispute arises on your ship which results in any general discontinuation of work or holds up for any time whatsoever the sailing of a vessel, **BE SURE TO INFORM THE BRANCH AGENT at the nearest SIU office.** This must be done without fail in order to insure the best interests of the union as a whole. It is the duty of each ship's delegate to see to it that this instruction is carried out immediately.

## What Sad Experience Teaches About Safety On Job

### TEXAS CITY

December 16, 1940

Editor, Seafarers' Log  
Dear Sir and Brother:

Another week of action in the garden spot of the world. If you don't believe it, you should see the water spreading around down in this country. Rain, ye Gods, and then some!

\*\*\*

A couple of tanks caught fire in a local refinery during a storm the other night. The next day, John Work Ox, while trying to put it out, was caught as a rat in a trap. Result, so far: three have died from it and a score more are badly burned. Which just goes to show once more that slogans don't make safety. Safety is what the men on the job make it, not what the office wants. A fine Christmas for the wives and kiddies of those injured! All because somewhere some one blundered in not having foreseen the possibilities of such an accident.

\*\*\*

This happened to shoreside workers, but the lesson is just as clear to members on the ships. Many a time to save those couple of extra minutes, orders will be given to sluff on this or that. If something happens to you, a "so sorry please" from the owner won't undo the harm. So heads up in the coming year, let all hands take those few extra minutes and be on hand at the end of this coming year as we are at the start of it. Don't forget that John Shipowner don't take the chances. He just pays for them in gilt. You pay in suffering.

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The Houston milk strike at this time of writing is still on, and no milk is being had in the port. The hearing on the anti-trust case was as usual. The boss was shocked that the lowly working

stiff has the gall to ask for improvements!

Shipping still very good. Having to put on my hunting gear to fill some of the jobs.

Steady as she goes and a Merry Christmas to all.

A. W. Armstrong.

## Comm. to Build Largest Vessels Constructed Here

Contracts for the construction of the two largest liners ever to be built in the United States will be signed within the next two weeks by the Maritime Commission, it was reported from Washington this week.

The Seattle-Tacoma Shipbuilding Corporation, a subsidiary of Todd Shipyards is the only bidder and will probably be awarded the jobs.

According to plans described, the giant liners will be built with smokestacks on the sides of the decks to make possible their conversion into airplane carriers. They are expected to enter the transpacific service of the President lines.

In addition to five complete steel decks, the ships will have promenade, boat and sun decks. They are to provide accommodations for 1,000 passengers and a crew of about five hundred (500). Cargo space will run to 535,000 bale cubic feet. The hulls will contain fourteen watertight transverse bulkheads with numerous other watertight and oiltight bulkheads, with special provisions for safety in the event of collision.

## Shipowners Foresee 80% Of Ships in Naval Reserve

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stands to be taken over in time of emergency!

What will happen to the hard-won union conditions on the coastwise ships in that eventuality? It is a cinch that even the Maritime Commission will not be able to produce enough finks to replace the crews on four-fifths of the coastwise and inter-coastal ships. Will there be some move to force the seamen into the Naval Reserve by act of law? Will the present conscription act be used to get the most militant younger union seamen off the ships and into the army so as to

break the fighting backbone of the unions which have gained a few improvements in working and living conditions the last few years at the cost of such sacrifice?

### Preparations Are Necessary

In any case, serious danger looms ahead on the union seaman's horizon. The issue of Naval Reserve wages and conditions is becoming of vital concern to all seamen. The very existence of maritime unions is at stake. If the unions of the shipbuilding crafts can wage a struggle for union wages and conditions in the

## Out Of The MAILBAG

### Crew Takes Cue: Writes of Conditions

S.S. Cassimir, At Sea,  
December 2, 1940.

Editor, Seafarers' Log  
Dear Sir and Brother:

This crew noticed in the Log a short while ago that Agent Armstrong of Texas City had made what he thought was a very constructive suggestion regarding more crews writing in to the Log, commenting on how things were coming along on the various ships and waterfronts. Therefore, at our last regular meeting on board here, the crew instructed the ship's delegates to write in and sum up some of our thoughts and actions on several things and at the same time take the opportunity to make a donation to the Log.

### Action on Beef

We have—along with other crews aboard the Cuban Distilling ships—been working right along in an attempt to obtain an additional man in the Steward Department since, as you probably know, this outfit carries one man less than the other steamship companies. On our arrival in Baltimore next trip when the vessel is scheduled for drydocking, we are going to have our Agent in that port contact the Marine Superintendent and see what can be done. If we receive the same action from our officials there that we have received in the past, then it's a Lead Pipe Cinch.

### Discuss "Log"

The Log itself has come up several times in the past for discussion. It seems to be the consensus of opinion among the members of this crew that we should vote for a one dollar assessment to be used solely for the support of the Log and in this way guarantee a steady income for the paper and also insure it being published regularly.

Before closing, we should like to point out the fact that there are two types of seamen that, as an organization, we must either straighten out or kick out. These two types are as follows:

### Two Bad Eggs

(1) The monkey who, when sober, hasn't got a beef in the world; but when the same monkey gets gassed up he raises Hell continuously or at least until he sobers up, in the meantime disrupting the entire crew. It's a poor kind of bum that gets his Militancy out of a Bottle.

(2) The bird who is always going to make another trip; that is, until about three minutes before sailing time. Some of them seem to think that the shore patrolmen make their beats in airplanes. Such activities if kept up will eventually lose us some ships and they should be stopped immediately.

We are closing now so as to get this letter in the mail on docking. Our regards to the membership.

Fraternally yours.

Charles J. Murphy, #911  
Paul Hall, #190  
Antoine Bosch, #4607  
Walter J. Hodges, #85

## Draft Director Speaks on Seamen-Before Shipowners

Speaking at the exclusive India House before an audience of shipowners belonging to the American Merchant Marine Institute, Colonel McDermott, New York director of Selective Service, expanded on the relation of draft procedure to seamen. No seamen were present, it is needless to say.

The fate of the seamen under the draft seemed to be a matter of mutual concern to the Colonel's Selective Service board and the shipowners only. The seamen are only expected to serve, you see. "Their's not to question why, their's but to do and die."

The gist of the colonel's remarks was that seamen as a class could not be deferred from Selective Service. (The shipowners did not shed bitter tears at that.) To see that key men are not drafted and thus to avoid dislocations, shipowners must see to it that the proper affidavits are furnished to each individual in question. (That rather pleased the fat boys—what a chance to take care of their company stooges!) For the bona fide seamen, there is the Red Tape of the appeals boards to rely on. (What a chance to get rid of all those troublesome militants while they are entangled in the tape.)

All in all, a very satisfactory luncheon for the shipowners. No cause for seamen to rejoice, however. On guard against discrimination, mates!

## Supreme Court Annuls Picketing Injunction

WASHINGTON, D. C.—In a unanimous opinion the United States Supreme Court ruled that the Federal courts do not have authority to enjoin or restrict picketing in labor disputes, even if violations of anti-trust laws are alleged.

Justice Black, speaking for the Court, said that when Congress passed the Norris-LaGuardia Act banning anti-picketing injunctions by Federal courts, it did so to drastically curtail injunctive powers of these courts and with the "clear intention" of straightening out "misinterpretations" of the Sherman Anti-Trust Act. The Supreme Court's decision reversed a ruling of the Seventh Circuit Court of Appeals, which held that a Chicago milk drivers' union, A. F. of L. affiliate, should be enjoined from picketing a Chicago dairy firm.

## Chickens, Congress And Labor Figure In Fast Repartee

A snappy piece of repartee resulted from comment made by reactionary Congressmen this week regarding the labor costs involved in repairing the Capitol dome.

Representative Albert J. Engle of Michigan remarked to his colleagues that "chickens hatched by Congress" in the form of protective labor legislation are "coming home to roost on the Capitol roof."

To which John Locher, secretary of the District of Columbia Building and Construction Trades Council snapped back that it was these chickens that were "safeguarding him (Rep. Engle) and his fellow lawmakers from having the roof crash on their heads." Not bad, not bad.

## Shows How Curran Aids Fink Program Publicity

November 15, 1940

Seafarers' Log  
To the Editor:

With the season closing on the Great Lakes, the Maritime Commission is flooding the district with propaganda and inducements to seamen to come down to the Hoffman Island training school for the winter.

In a plugger issued over the name of Admiral Emory S. Land, the argument is made that the M. C. is a friendly supporter of organized labor:

"Anyone who by direct statement or implication, seeks deliberately to create the impression that the purpose of our program is directed against union organization in the maritime industry, is a fraud."

Them's harsh words. But he's willing to prove them. He gives a number of touching testimonials from "Men Who Know," designed to palm off the fink school as a godsend for seamen.

His last quotation is his trump card. It's by none other than Joe Curransky, Land's "Union" pimp for the training schools (from the Pilot):

"Most of our members seem to think that the school is a 'breeding place for finks.' If the union encourages the school, there wouldn't be a chance for a 'breeding place for finks.' In my opinion, the school, failing the support of the union, would of necessity be thrown open to all comers and then we would regret our short-sighted policy. I may be wrong, but to me it's old logic. . . My final advise for the good of the membership is 'Back it, don't buck it.'"

"Back it, don't buck it!" says Joe-Joe when the shipowner wants training schools, M. C. shipping halls, fake unemployed compensation, or five year peace plans. He's all for it.

But when it comes to something the men want—like a wage raise, decent conditions aboard ship or a little democracy in the union—then the slogan is turned around.

Then it's: "Buck it, don't back it!"

C. Cowl, SIU, No. 985.

## A.F.L. Backs S.I.U. Demands

The New Orleans convention of the American Federation of Labor adopted the following motion unanimously:

"That the protest of the Seafarers' International Union of North America against the induction of Merchant Seamen into the Naval Reserve and against compelling seamen to come under the Harbor Workers and Longshoremen's Compensation Act be referred to the Executive Council for study and to give all possible support to the Seafarers on these subjects."