

REPORT ON
THE
NATIONAL LAWYERS GUILD

EXHIBIT
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Legal Bulwark of the Communist Party



SEPTEMBER 17, 1950
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September 21, 1950.—Committed to the Committee of the Whole House
on the State of the Union and ordered to be printed

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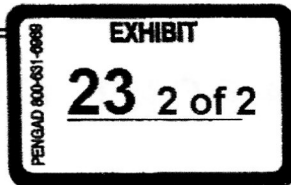
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{ REPORT
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REPORT ON THE NATIONAL LAWYERS GUILD—LEGAL BULWARK OF THE COMMUNIST PARTY

SEPTEMBER 21, 1950.—Committed to the Committee of the Whole House on the
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Mr. Wood, from the Committee on Un-American Activities, submitted
the following

REPORT

[Pursuant to H. Res. 5, 79th Cong., 1st sess.]

The National Lawyers Guild is the foremost legal bulwark of the Communist Party, its front organizations, and controlled unions. Since its inception it has never failed to rally to the legal defense of the Communist Party and individual members thereof, including known espionage agents. It has consistently fought against national, State, and local legislation aimed at curbing the Communist conspiracy. It has been most articulate in its attacks upon all agencies of the Government seeking to expose or prosecute the subversive activities of the Communist network, including national, State, and local investigative committees, the Department of Justice, the FBI, and law enforcement agencies generally. Through its affiliation with the International Association of Democratic Lawyers, an international Communist-front organization, the National Lawyers Guild has constituted itself an agent of a foreign principal hostile to the interests of the United States. It has gone far afield to oppose the foreign policies of the United States, in line with the current line of the Soviet Union.

These aims—the real aims of the National Lawyers Guild, as demonstrated conclusively by its activities for the past 13 years of its existence—are not specified in its constitution or statement of avowed purpose. In order to attract non-Communists to serve as a cover for its actual purpose as an appendage to the Communist Party, the National Lawyers Guild poses benevolently as “a professional organization which shall function as an effective social force in the service of the people to the end that human rights shall be regarded as more sacred than property rights.” In the entire history of the guild there is no record of its ever having condemned such instances



tion and sustained in a maritime employment, the workmen's compensation laws of the several States which prescribe exclusive rights and liabilities and provide novel remedies.³⁰ Congress may not delegate to the States the legislative power which the Constitution bestows upon Congress and which is in its nature non-delegable. To preserve adequate harmony and appropriate, uniform rules relating to maritime matters and to bring them within the control of the Federal Government was the fundamental purpose and within that sphere and to that definite end Congress was empowered to legislate: it may not defeat the purpose for which the power was conferred. The only powers over completely maritime matters now remaining entirely in the hands of the States of the Union are those concerning pilots and pilotage,³¹ and harbor masters.³²

§ 34. State Legislation; How Far Inoperative.

No State legislation concerning navigation is valid if it contravenes the essential purpose expressed by an Act of Congress or works material prejudice to the characteristic features of the general maritime law or

³⁰ *Knickerbocker Ice Co. v. Stewart*, (1920) 253 U.S. 149, 64 L.ed. 834, 40 Sup.Cl.Rep. 438; *Washington v. W. C. Dawson & Co.*, 264 U.S. 219, 68 L.ed. 646, 44 Sup.Cl.Rep. 302, 1924 A.M.C. 403.

³¹ *State ex rel. Foss v. Kelly*, 1930 A.M.C. 1343, 1346, 186 Wash. 589, 59 P.(2d) 373, reversed on other grounds, 1937 A.M.C. 1400, 302 U.S. 1, 82 L.ed. 3, 58 Sup.Cl.Rep. 87.

³² *Mayor of Vidalia v. McNeely*, 1927 A.M.C. 1078, 274 U.S. 676, 71 L.ed. 1202, 47 Sup.Cl.Rep. 758; *Clyde Mallory Line v. Abulmin*, 1930 A.M.C. 1, 298 U.

S. 261, 80 L.ed. 215, 58 Sup.Cl.Rep. 194; *Vincent v. Foss and Crabtree*, 1936 A.M.C. 724, 150 So. 49 (Fla.).

But see *City of Milwaukee v. American S. S. Co.*, 1936 A.M.C. 991, 76 F.(2d) 343 (C.C.A.,7th).

See also *Streckfus Steamers v. Fox, Tax Commr.*, 1930 A.M.C. 1163, 14 F.Supp. 312 (S.D.W. Va.).

The regulation of wharfage has now passed into the hands of the federal Maritime Commission:

McNeely & Price Co. v. Philadelphia Piers, Inc., (1938) 1939 A.M.C. 1435, 196 Atl. 846, 861 (Pa.).