

For A  
Seafarers  
International  
Union

# West Coast Sailors

"Brotherhood of the Sea"  
Organized 1885

SECURITY  
UNITY  
PROGRESS

COMBINED WITH THE



## SEAFARERS LOG

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



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# LUNDEBERG ELECTED INTERNATIONAL PRESIDENT; HEADQUARTERS IN 'FRISCO

## Constitution Adopted; Skinner Is Sec.

The first annual convention of the Seafarers International Union of North America has ended with a record of accomplishment that is rare in the trade union movement. The convention adopted a complete constitution, elected a President and an executive Secretary-Treasurer, and set up all the machinery needed to run an International embracing 35,000 members.

Brother Harry Lundeborg, who has been acting President of the International during its period of organiza-

### Seafarers' International Union Officials Elected To Serve For the Coming Year



Standing, left to right, are: Executive Board members Ed Coester and Morris Weisberger of the Sailors' Union of the Pacific; President Harry Lundeborg; Board members Vito Alioto of the Seine Line Fishermen, and M. D. Biggs of the Atlantic & Gulf District of the S. I. U. Seated, left to right are: Executive Secretary - Treasurer Tex Skinner; Board Member Andrea Gomez of the Fish Cannery Workers, and Vice-President John Hawk.

These officers remained in San Francisco after the convention to complete final organizational plans aimed at bringing thousands of new members into the S. I. U.

tion, was unanimously chosen to head the organization for the coming year. Lundeborg's election was a complete vote of confidence from the delegates and dramatically indicated their unreserved acceptance of his past record of leadership. Brother Lundeborg has been under constant fire from the shipowners and their Stalinist allies—one of their charges being that if the S.I.U. ever held a convention, he would be shelved by the rank and file members of his affiliated unions.

Another charge against Lundeborg, that he misappropriated \$150,000 in union funds, was exploded at the convention when a certified public accountant filed his report. John H. Eldridge, C.P.A. of San Francisco, stated in a signed statement, "The records have been well and faithfully maintained throughout, to an extent particularly commendable in an organization of this type during its formative period."

The statement went on to place great emphasis on the fact that the books all balanced and every expenditure was carefully accounted for.

The Convention, which was attended by 60 delegates, representing seamen, fishermen and fish cannery workers, convened on Monday morning, March 23rd, and worked 8, 10 and 14 hours daily until the end of the week.

Mayor Angelo Rossi of San Francisco opened the Convention with a word of welcome and high praise for Brother Lundeborg. The Mayor was followed by Edward Vandeleur, Secretary-Treasurer of the State Federation of Labor, who pledged the State Federation's full support to Lundeborg and the S.I.U., in the fight against the stool-pigeon frame-up charges now pending in court.

Then followed Lundeborg's accounting of his activities during the past three years, when the S.I.U. was in the process of organization. The report is printed in full on page four.

Preceding his written report, Lundeborg spoke of

(Continued on Page Seven)

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Table with 3 columns: BRANCH, ADDRESS, PHONE. Lists branches for New York, Boston, Providence, Baltimore, Philadelphia, Norfolk, New Orleans, Savannah, Jacksonville, Tampa, Mobile, Texas City, Miami, and Puerto Rico.

SEAFARERS' CONVENTION SIDELIGHTS

To everybody's surprise Harry Lundeberg showed up at the opening session of the convention with a neck-tie on. It didn't last long however. Within two hours after the Convention opened the tie had disappeared and was never seen again.

Angelo Rossi, Mayor of San Francisco, addressed the opening session and said, "I want you to know that Harry Lundeberg is doing a fine job and has the confidence of San Francisco. He is one of the few unselfish labor leaders we have."

The Mayor also told the boys that the city was theirs. It was a hard working convention and nobody had time to pick up the offer.

The convention appointed Johnnie Lavoie as master-at-arms. His job was to stand by the door and keep out all stooges and disrupters that might try to crash the meeting. Anybody that has ever seen Johnny's 200 pounds can well understand why nobody was able to crash the sessions.

Delegate Olden Banks of Mobile had a tough break. He, along with his wife, Charlie Waid and his wife and Armstrong, drove all the way across the country to attend the convention. The minute they hit San Francisco Banks got sick and spent most of the week in bed at the Hotel. He was able to get up to vote on most of the important questions—but he was never able to take in any of San Francisco's hot spots.

And speaking of hot spots, the boys found San Francisco prim as a 40 year old bride. The answer is that the Army and Navy have moved in and put the lid on things.

The San Francisco newspapers gave the convention a big play with pictures and everything. Reporters attended all the sessions and had an obvious respect for the SUP which they had covered for years.

The Monday night meeting of the SUP was attended by some of the Convention delegates—including some of the gals who represented the fish cannery workers. The sailors had kind of a tough time expressing themselves at the meeting because chairman Maxie Weisbarth had warned that the first one to cuss in front of the gals would be dumped.

Hugh Murphy, delegate from the British Columbia Seamen's Union was the real menace at the meeting. He had a habit of leaving exploding matches around the place and it go so nobody dared light a cigarette.

An ovation was given to Brother Paul McDonough of the SUP when he was introduced to the convention. He is a veteran union man and was shot in the '34 strike. Today he is crippled from his wounds and walks haltingly with a cane, but he has never ceased fighting for the seamen and the SUP.

At the Wednesday session a telegram arrived for Harry Lundeberg which congratulated him on his birthday. He had forgotten all about it.

Bob and Gus Hall of the Boilermakers Union appeared before the delegates to give them fraternal greetings. The boilermakers have always worked closely with the SUP in past fights.

Sister Gomez, delegate from the Terminal Island local of the Fish Cannery Workers, took over the gavel during Thursday morning's session. She handled the meeting like a veteran and kept the seamen in line with no trouble at all. But she has had a lot of experience, being one of the first women organizers in the field.

Edward D. Vandeleur, Secretary of the California State Federation of Labor, said to the delegates, "You must make a real fight to protect your organization from the enemies within and without. I know you will make that fight and you have the full support of the State Federation behind you."

SIU Presses West Coast Organizing of Tankers

By CHARLES BRENNER and H. C. BANKS

In February 1941 the N.M.U. was conducting an intensive tanker drive on the Pacific Coast with the purpose of moving in on the Sailors' Union of the Pacific. Through the Commie stooges which the N.M.U. had in the Firemen's Union and in the Marine Cooks and Stewards, they were able to have these unions relinquish their jurisdiction in the tanker field on the Pacific Coast.

This left the field open in the black gang and the stewards' department on Pacific Coast Tankers and in order to protect the jurisdiction of the Seafarers' International, the S.U.P. started organizing in these two departments.

So, in February, I was elected at a regular headquarter's meeting of the S.U.P. for the purpose of organizing tankers out of the port of San Pedro.

In Hillcone, Richfield, General Petroleum we had agreements for the deck department.

In Hillcone vessels the majority of the men sailing were N.M.U. In Richfield the majority were unorganized and the N.M.U. had organizers aboard. In General Petroleum the majority were unorganized. In Associated Oil was to be found our best position, with a strong nucleus of S.U.P. men sailing regularly on these ships.

At this time the N.M.U. had branches set up in every port on the Pacific Coast and had paid organizers aboard the ships. They concentrated their efforts in the Union Oil Company which had always hated the Sailors' Union, but especially since the 1935 tanker strike.

At this time, too, the Union Oil Company was selling quantities of gas and oil to Russia, and the representative of the Russian Government who had consummated these contracts had assured the Union Oil Company that if the company hired C. I. O. - N. M. U. crews they would have no labor trouble.

They also made a deal with a Fink Hall in Long Beach that in the event they did not have the men to call the N.M.U. office and they would get the men there.

The above statements can be substantiated by the fact that many Atlantic-Gulf men who had come to this Coast and tried to get jobs on the Union Oil ships were discharged as soon as the personnel manager found out they were S.I.U. members.

In many instances these men were not even able to get jobs aboard Union Oil ships. Another instance was where a paid employee of the Union Oil Company

was acting as organizer for the N.M.U.

The first tanker to leave for Russia after Russia's entrance into war with Germany was the Union Oil Tanker L. P. ST. CLAIR on which there was an N.M.U. bonus rider which would have amounted to about \$35.00 for the entire trip. We had about 8 S.U.P.-S.I.U. men on this ship who got off before it left because of the lousy bonus. Prior to the departure of the L. P. ST. CLAIR, Harry Lundeberg had negotiated an agreement with the Associated Oil Company for the tanker ASSOCIATED which had left for the same run to Vladivostok and our bonus was \$200.00 plus additional safety and bonus conditions.

Another factor which entered into this picture was the pro C.I.O.-N.L.R. Board. For example: We had filed for an N.L.R.B. election on the Associated Oil Company in the spring of 1941 and it was February of 1942 before we were able to have the election although we showed, when we filed, by pledge cards and petitions that 98% of the crews on the Associated vessels wanted to be represented by the S.I.U.

On the other hand, the N.M.U. filed for elections on the Union Oil Company's fleet in September, 1941 and the election was held in January and the S.I.U. wasn't even placed on the ballot. This fact and the deals made by the N.M.U. with Union Oil plus the pro-C.I.O. N.L.R. Board was the cause of our losing the Union Oil elections, although at the time of these elections we had a majority of the men actually on board but due to the fact that the S.I.U. was not on the ballot and the pro-C.I.O. N.L.R.B. ruling regarding the time limit our men were not eligible to vote.

In the summer of 1941 Harry Lundeberg, in order to further protect the interests of the Seafarers' International, put three more organizers in the field and a branch was opened in Richmond. This entire organizational drive was financed by the SAILORS UNION OF THE PACIFIC.

In this period since February

1941, N.L.R.B. elections were held in Associated Oil. The Seafarers' International won this election hands down.

We have filed for elections in Hillcone, Richfield and General Petroleum, and an election will be held on Hillcone tankers in the very near future.

We have received no information concerning dates for the Richfield and General Petroleum elections, however we have a majority of the men on Richfield and Standard Oil and a clear majority on Hillcone and General Petroleum.

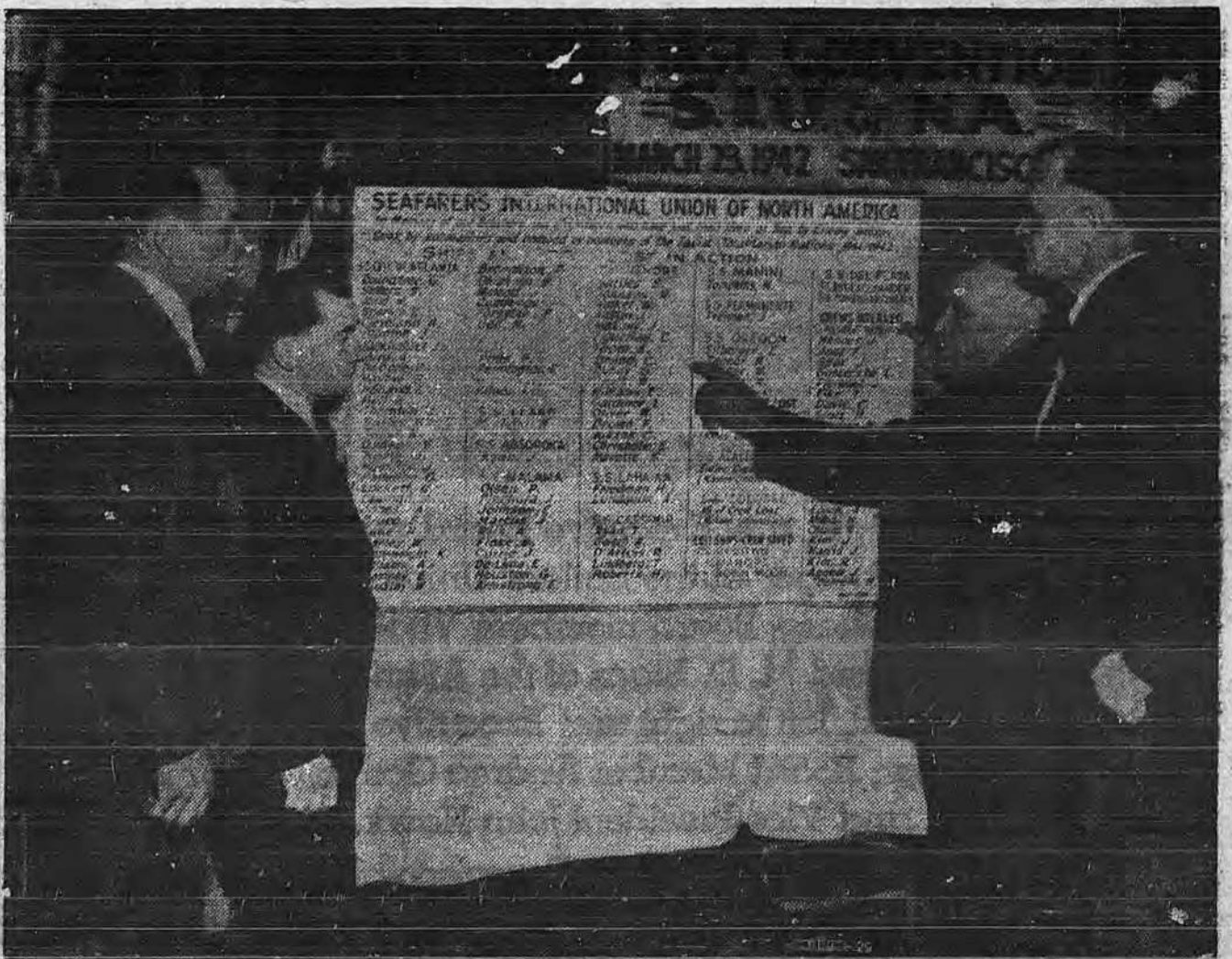
The Associated and Hillcone Oil Companies call our hall for replacements and we are negotiating a contract for the Associated Oil Company at the present time.

SEC.-TREAS. SKINNER TO TAKE OFFICE AT ONCE; 'FRISCO TO BE HEADQUARTERS

Tex Skinner, newly elected Secretary-Treasurer of the Seafarers' International, this week moved into his new office at 110 Market Street in San Francisco and prepared to take over the active direction of coordinating the work of the affiliated unions.

Skinner has had a long record in the labor movement, having first joined the AFL in 1919 when he was 14 years old. For 15 years he was active in the AFL culinary workers Union and in 1936 became administrator of Local 402 in San Diego. He was later elected business agent for the Local and held that office for three terms.

In 1939 the California State Federation of Labor appointed him as organizer and business agent of the San Diego fishermen. In this capacity he came under the direction of Harry Lundeberg. From 1939 to the present time he has been an SIU official leading the Hook, Line and Bait Fishermen's Union of San Diego.



John Hawk, Hugh Murphy, Bill Snow and Harry Lundeberg read the names of the ships and SIU-SUP brothers lost at sea due to enemy subs.

# IN S.I.U. AND S.U.P. PORTS

## San Pedro (SUP)

Well, the Maritime War Emergency Board has ruled that the waters between San Pedro Harbor and Catalina Island, as not "hazardous," which in plain English means that no Bonus is payable. How the Board can rule this way is beyond the comprehension of this individual, in as much as several ships being torpedoed on the coast, in fact one of them right outside the Breakwater here at San Pedro. Not long ago we had an air alarm, with every anti-air gun in the area blasting away. And not only that, but every other ship leaving this Port has to pay a Bonus, and for the life of me I fail to see why Mr. Wrigley with all his Millions should be exempted. And while on the subject of Bonuses, Congressman Gore of Tennessee let the cat out of the bag, when he told the House Naval Committee, of "scandalous increases" in salaries and bonuses paid to corporation executives. And these executives are no pikers when it comes to giving themselves bonuses. Including their salary some of them pull down as much as a quarter of a million a year for their "SERVICES." Besides that they are taking good care of their "private secretaries," one of these secretaries receiving \$18,000.00 for the first 10 weeks work in 1942. Now, that is what I call "Bonuses," with a capital B. And now back to the Seaman and his "Salary." Our basic Wage scale is \$100.00 a month. In addition to that he is getting a Bonus of 40% on the coast, payable only while actually at sea, which roughly amounts to about \$20.00 a month. Going into the Combat zone he receives 100%, and anybody reading the daily papers can easily see that he is risking his life whenever he takes a ship out. Every day ships are being sunk with about 70% of the crew lost. How many executives and their secretaries have sacrificed their lives? Yet, they are getting the doremia. The Sailors Union of the Pacific is on record to man all ships, and keep them sailing, and we will do so, but it certainly burns a man up when you read about these big fat salaries, and we are practically asked to take a cut. And that is what we are being asked by the Wrigley Corporation. Last year our agreement called for \$7.50 a day, which was peace time. This year we are offered \$8.00 a day without any bonus, to take his boats over to Catalina Island, 20 miles off the coast. Figure it out yourself—50 cents a day increase, which is about 7% of \$7.50, and then add the cost of living—and it doesn't take any Einstein to figure out that we are getting the worst of the deal.

But Wrigley is not alone. The other shipowners are just as bad. Take the 5-8 dispute for instance. The shipowners absolutely refuse to pay this overtime, yet it has been in our agreement for years. Anybody reading this, who do not go to sea for a living, put yourself in a sailor's place. Supposing you are coming in from a 3-4 months' trip into the War Zone. You have been aboard the ship constantly, going watch on watch, always in danger of Submarines and Bombers. And remember that we have no 40 hour week aboard ships, ours is a 56 hour week, and when we are off watch we can not go any place, like workers ashore. Then we arrive in port, and we are told to stay aboard at night, without any reimbursement whatsoever. Some of the men are married and would like to spend their time off with their families, others are single and like to spend their time in gin mills or what have you, to forget some of their harrowing experiences. Now that is their business, but these men are blown in, they will take the first ship out

again. Now, what I am driving at is, that the Shipowners and Big Business in general are making enormous profits, and at the same time they are using the war to break down the conditions of Labor, and refusing to pay legitimate overtime that we always did collect. As I said before, the members of the Sailors Union will keep the ships sailing, but at the same time we are getting pretty well fed up on the chiseling tactics of the operators.

Ragnvald Johansen

## Texas City (SIU)

For the past few weeks there have been a certain few in the port of New York, who since the election returns, want to close the hall up here in Texas. I just wonder why? The hall in Texas has been run on the principles of the mother organization (S. U. P.), and as the real members of the S.I.U. would want it run. Sure, since the Seatrain stopped running in here, this has not been a paying port. But your agent has not been asleep.

Any unorganized ship that hits, within reach, I am aboard selling the crew the S.I.U. program. If I say so myself, in the past few weeks we did not do so bad. I lined up the Empire State 100 per cent. S.I.U. On the Brandywine, a tanker which the S.U.P. have been trying to swing under their banner for quite some time—well, myself and Bro. Walker over in Tampa, swung the deck dept. into the S.U.P., and the engine crew and cooks into the S.I.U., after spending Sundays and nights to do it. Yesterday, after spending a few days working on a small tanker, the Alkaliner, your agent has shown results. I moved the three oilers and the wiper and two ABs who were replaced with S.I.U. men. The steward was told to take out a book and line up the other men in his dept. He took out one and I have his promise that when the ship returns here in ten days, that he will have his men lined up, or off they go. And if the other ABs don't sign up, off they go.

As Bro. Biggs instructed me to do, on the first of April the hall will be located at 214 Market street, Galveston. And there will be someone there from 7:00 A.M. until 8:00 P.M. to look after things while I am out. So, if the Alkaliner and the Empire State come into your port, go right aboard. And also one other that was lined up here in the S.I.U. swing, was the Lake Capens, which left here 100 per cent S. I. U. Badger State will be in Galveston on March the 26th, and here will be another one that will go under our banner.

E. R. Wallace.

## New Orleans (SIU)

Spring is in the air, even Chris Cunnerson is talking about shipping out on some long run, Algiers ferry most likely. The Pan Orleans crew are needing rafts. Bro. Boyd tells us that all hands are begging the 5-gal. milk cans from the Steward for personal life rafts. If they had stated 5-gal. wine casks, we would agree; how about it, Goon? While mentioning Goon, next time you meet him ask about the tea salesman.

The Antinuous was the beef of the week—ran into the 5 P.M. to 8 A.M. set-up there. Company claims that this is Navy Orders. We pointed out that we have collected on all ships to date, and still they state that they must wait for the settlement as authorized by the board. Still pointed out that this overtime had been or-

dered paid on the coast, and he came back, pointing out that to date it had not been paid.

While most of the members are really co-operating during this period, there are some that are taking in the slack. A resolution was introduced here some time ago, that if a man retired during this period, that he have to come before a committee and there be openings before he could be reinstated. This was ruled out of order, as unconstitutional, by the Chair. Now we are running into the boys that come up to take their retiring cards and stay put until draft board gets on their heels, then they come chop chop to the hall and ask for aid in getting squared.

Personally, I believe that this is really showing their true colors. They carried a book for a job, while it was tough ashore, now that it is tough outside and there is more and easier money ashore without risk, off they go. When the man with the whiskers knocks on the door, here they come. The guys who did that down here are, with a few exceptions, Johnny-come-latelys who never saw a picket line, never had the rough knocks that the boys who jump from one ship to another are used to taking in their stride.

To those old-timers who have been out of the seagoing for years, who are too old for the armed forces, this does not apply. We salute, with proper respect, all of you.

So, till one of the boys comes up and asks to go back, just because he wants to go to sea, not because his wife, his best girl's husband or Uncle Sam is looking for him—

Steady, as she goes,  
Army.

## New York (SUP)

Shipped 27, of which 12 were T.C. 40 on shipping list. The Atlantic ocean is tough.

Lihui crew paid off wages and bonus on Wednesday. Several of the crew left town to visit the folks and still have their money waiting for them.

The crew of the Texan came up from Florida via pullman. Arrived and paid off overtime, bonus and wages. While in Cuba the crew was advised to purchase some clothing within certain stipulated price limits. The men did so and then in New York found the insurance agent tried to deduct that amount from money payable for loss of personal effects.

The crew left the last item on the books until satisfied whether the money spent to cover their bodies, upon authorization of the skipper, can be deducted from loss of clothing insurance.

Gang off Jeff Meyers told the tale of—while in mid ocean, homeward bound, they saw two subs on the surface. They spent many uneasy hours but nothing happened.

The effects of war on ships at sea, and the many sinkings and loss of lives, has stimulated thought in the field of live saving equipment.

Many plans are being tested. Some prove highly satisfactory, but are either pigeon-holed or reluctantly accepted, because of additional cost to the ship owners.

In New York harbor, on March 18th, a group, composed of licensed men accompanying some members of the U. S. Steamboat Inspectors, observed tests conducted to determine the merits of life-saving suits.

Two men slipped into suits and jumped into the water. After one hour the two came out of the

water and both men and suits were closely inspected.

One suit leaked and the man inside was cold. The other suit did not leak and the man inside was warm and comfortable. His suit was one-piece with zipper up the front and snug fit around the throat. Weighted boots made possible a standing position in the water with head and shoulders above the water. Kapok lined, as the suit was, it could keep a man afloat for an indefinite time. The sleeves have attached gloves, which may be too clumsy for work (chipping hammer, etc.), but the suit as a whole would serve on a raft or in a boat against exposure.

W. A. Cafferty, SUP, was the only unlicensed man in the group looking on. He recently came in with the crew who survived a sub attack in the South Atlantic. Cafferty highly praised the suit.

Max Korenblatt.

## Puerto Rico (SIU)

It has been some time since I have seen conditions like I ran into here. I was on the San Juan and was talking to a NMU sailor and I thought I would feel him out on conditions in the union.

The conditions sure are as bad as if the union did not exist. They must ship off the dock if they want to ship—the hall has been closed. They held a meeting after orders from National Headquarters advised them to close the hall. 100 members voted to instruct National Headquarters to the fact that the membership wanted the hall kept open.

The result was that National Headquarters said to close the hall.

As to conditions here, I was asked if the SIU was going to maintain the hall. I told the fellow that the membership feels as though our hall was an essential part of our union, and must be kept open.

Well, Brothers, the famous Captain Beweet, master of the S. S. Elinor, was replaced by Captain Davis and the boys say that things sure have changed since he left. The boys say that even the Mates helped grease the gangway so he would not snag himself as he left the ship.

Shipping here is OK but you can't get men for the black gang—they meet their shadow as they go on watch.

"The Reporter" G 16

## Savannah (SIU)

Well, another year has now officially started, and I wish to extend congratulations to all who won this past election, and wish the newcomers to office success in the coming year.

Shipping in Savannah is still about the same. Am still having to fill A.B. and oiler jobs, just about every day that passes. Sent seven men over to Charleston yesterday for an Army transport. That makes two calls in the last two weeks from this outfit.

Every time one of the Savannah Line hits port, I have to start looking for A.B.'s and oilers. There are always jobs open in these ratings on the Savannah Line. Shipped 11 men last week, and 12 so far this week. Shipping looks good for this coming week. Any of you men holding A.B. or oiler certificates, who like to make short runs, come on down to Savannah and ship out.

Charles Waid.

## Philadelphia (SIU)

What's coming off here? Every time we hear the phone ring, it heralds the arrival of another ship in this port. Wailing for men are the Waterman, Calmar, Cuban Dist, Bull and chiseling Alcoa Co's. Yes, and West Coast ships, too. All whispering sweetly at first, and winding up with despairing howls for men.

One good point about all these different Co. ships being in port at one time is, that you can gage the reaction to these company's of the membership. For instance, Waterman tops the list for being able to get crews. Bull and Alcoa get the least response. Overtime clauses seem to be the responsible factor. Of course, conditions in general are still the main reason for it being hard to get men for all these Co's. Through all this, we are keeping fairly calm. When the Alcoa line pleads for men, we merely tell them the men don't want to sail with Alcoa, as they think Waterman has a better agreement. You ought to hear them blaspheme Waterman then. Now Calmar howls. A measly five cents an hour more on overtime may remedy this, Mr. Gillen. Mr. Bull should offer double bonus, plus Waterman agreement. Sugar today is white gold. These remedies will give all concerned an equal chance in getting crews to sail their obsolete rust buckets. After all, the Government is paying them all the same rates.

The Wacoata was all crewed up and ready to sail, and while taking on fuel oil caught fire. No one was injured, but the damage was enough to cause her sailing to be postponed indefinitely. The crew was rather disappointed, as they had all been set on making the trip. However, they didn't have to wait long for another ship.

A contrast of two ships: Wacoata, 3 oilers, 3 firemen, 3 watertenders, 2 wipers, 5 messmen; Alcoa Banner (same type of ship as Wacoata), 3 oilers, 3 watertenders, 3 wipers, no firemen, and 3 messmen—a difference of 4 men.

The peaceful emptiness of the hall is broken occasionally by the entry of one Wimpy Gillis. His first vulgar remark is, "gimme a cigarette." Then grabbing the pack off the table, he proceeds to help himself. Having no one to expound his pet theory, on more hours and less pay, doesn't stop him from doing so. Perhaps he believes that saying, that the walls have ears. However, I actually welcome his presence these days.

Sam Foss took a deck engineer's job on an Alcoa ship, but gave it up in favor of the one sent from N.Y. Incidentally, they shipped a whole black gang from N. Y. after we had already supplied a full crew for this same ship. Alcoa must be getting desperate when they make errors like that. Well, who cares? The men will be paid and we will probably have some of them to take other jobs, we hope.

Collins says he has absorbed half the old gang from these yere parts. Well, he can keep Izzy Cohen and Gomez, but send the rest of them back here. Their wives and children want them home, and the shipowners are crying for them.

Ed. Lynch is burdened with many and devious beefs these days, but he accomplishes a lot and deserves credit.

Our parting sortee is, Alcoa, stop chiseling!

Joseph Flanagan.

AUBOR—AB seaman who signed off the S.S. Cornelia in Savannah on or about October 20, 1941, get in touch with Mr. J. H. Mittler, operating department, A. H. Bull & Company, 115 Broad Street, New York City.









# BUSY DELEGATES AT THE FIRST CONVENTION IN 'FRISCO



**SISTER DELEGATES** from the Cannery Workers get together on the roof of the Whitcomb Hotel. (standing) Mrs. Frank Foster, Andrea Gomez and Helen Seivers. (seated) Rose Jensen, Parnell Burdett and Lillian Nacatero.

**ATLANTIC AND GULF REPRESENTATIVES**—M. D. Biggs, A. W. Armstrong and R. E. Dickey.

**HARRY LUNDEBERG** settles a beef over the telephone between Convention sessions.

**JIMMY WAUGH** of the Fish Cannery Workers, talking with Hugh Murphy of the British Columbia Seamen's Union and Vito Alioto of the Seine and Line Fishermen's Union of Monterey.

**GREAT LAKES SIU DELEGATES**—Frank Delano, Marty Polaner and Dan Dwyer.

**PART OF THE SUP DELEGATION**—(Standing) Ed Coester and Johnny Lavoie. (seated) John Massey, Morris Weisberger and Charles Brenner.