

# The Marine Worker

OFFICIAL ORGAN OF THE MARINE TRANSPORT WORKERS INDUSTRIAL UNION No. 510 OF THE I.W.W.

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No. 3

## FRENCH SEAMEN TAKE OVER SHIPS IN STRIKE, REAVE RED FLAG, WIN ALL DEMANDS

MARSEILLES, France — A forty hour week, three weeks vacation with pay, weekly change of bedding, better food and quarters, recognition of ship committee. These demands were won by the seamen of France.

In the strike they refused to leave the ships stating that a seamen's home is on the ships. The sailors reeved the red flags on the main mast and on the stern in place of the house flags of the companies and the national merchant emblem.

The striking sailors refused to obey the command of the licensed officers to strike the red flags off the halyards. The licensed officers then walked down the gang-plank leaving the ships to the striking firemen, able seamen, ordinaries, cooks, mess men and oilers.

It was a most marvelous and encouraging spectacle to observe, the solidarity of all crews, when, as they arrived in port, the emblem of the working class fluttered in the breeze and the seamen all sang "The Red Flag", the workers' flag is deepest red. It sounded something like the Marseillaise, or the Star Spangled Banner, but the words are of course distinctly different.

Direct Action true IWW Style, was the watchword of the gallant French Seamen

They did not wait for the so-called political leaders. "There you are we are on strike", they said. "What are you going to do about it?" The politicians offered to arbitrate and urged the seamen to return to work. The so-called red communist party of France told the strikers that it was important to call off the strike, for arbitration and urged them to support the French army. "Nothing doing" said the strikers. "Ship-owners and government must meet our demands, before we touch a line".

The Shipowners frantically appealed to the government for orders etc. but the government was powerless to serve the Boss Class when confronted as it was with the organized power of the working class in action, Direct Action, to the point of actually taking possession of the ships with the solidarity of longshoremen, truck drivers in support of seamen. The politicians are powerless in the face of a situation like this. The workers are all powerful. Foreign vessels were unable to leave the harbor of Marseilles when tug-boat crews joined the strike.

The government announced that Ship-

## ISU BEEF SQUADS LAST STAND OF LABOR RACKETEERS IN THE GULF PORTS

In the Gulf Ports the only thing which is now maintaining the ISU is intimidation of seamen by so-called "Beef Squads". A movement is on now of longshoremen, seamen and native workers, to drive out the Beef Squads who are employed by the ISU. The Longshoremen in the gulf despise the very name of the ISU, the reason is that the ISU openly scabbed on them in the strike last year. The Beef Squads consist of "A tin horn racketeer type of moron, who would sell their birthright for a dirty mess of pottage". They will easily be disposed of in the shuffle which is due. The wise ones in the ISU beef squads will get out now while the getting out is good. Those that are fools enough to stay in the racket will be lost in the shuffle, according to indications.

## IWW LUMBER STRIKE SWEEPS THE WEST

More than five thousand lumberjacks in Idaho are on strike under the banner of the IWW demanding a 25 per cent increase in wages, better food and camp conditions, extra pay for overtime and Sunday work, and union recognition. The strike is sweeping westward into Washington in the section around Spokane and is part of a general movement of workers of the West Coast into the ranks of the IWW. Sick with sellouts by the AFL in the lumber industry thousands are throwing away their A. F. of L. cards and joining the IWW.

To date Lumber Workers Industrial Union No. 120 of the IWW has ignored attempts of individual companies to separate settlements on the grounds that this will constitute union scabbery on striking lumber workers in other districts and thereby help to defeat the strike. This is in sharp contrast to the scabby AFL Timber Union who had previously sold out the fellow workers in other sections by that policy.

owners had accepted and agreed to comply with seamen's demands and thus the gallant French seamen returned to work June 26th. A strike of taxi drivers was averted when owners also complied with their demands. This strike of the seamen of France has proved that Direct Action brings home the bacon, and that arbitration and appeals to the state are not necessary, and would be detrimental to the workers' cause.

## OFFICIAL STATEMENT OF THE MARINE TRANSPORT WORKERS INDUSTRIAL UNION NO. 510 OF THE IWW CONCERNING THE PROPOSED COPELAND FINK BOOK FOR SEAMEN

### The Cause

In the last convention of the International Seamen's Union of America, (ISU) this scab union passed a resolution unanimously deciding in favor of the "Continuous Discharge Book" commonly known amongst seafarers as the Fink Book. Victor Olander, adviser, and Andrew Furuseth, president, lobbied in Washington with shipowners for this Fink Book. A law covering this was recently passed by Congress and is to be indentured on seamen by the government. And will be used by the shipowners as a means by which they can blacklist any seafarer whom they consider undesirable and as a means to stifle any real labor union. In time of war it will be used as a means to check on seamen for compulsory service on Merchant Ships.

This act known as the Copeland-Bland Bill is the most reactionary thing enacted into law in any democratic nation. Mr. Roper, Secretary of Commerce, has a special advisory committee whose chief concern is to map effectiveness of the bill. It calls for:

- 1) Reorganization of the Department of Commerce, Bureau of Navigation and Steamboat Inspection into the Bureau of Marine Inspection and Navigation.
- 2) Redistributing of Government Inspection Territory and addition of new Traveling Inspectors to the Bureau force.
- 3) Creation of two Shipping Accident Boards representing the Departments of Justice, Treasury and Commerce.
- 4) Employment of Seamen's Continuous Discharge Books with an eye eventually to ridding ship's crews of rough elements now said to be causing trouble.

This last point is important to every seamen whether radical or conservative who intends to make a living on ships in the future, for it will effect all alike. The main object of this Bill is to establish a National Blacklist System.

The Fink Book will be used on nearly the same basis as the English Discharge Book and will operate as follows:

- 1) Employment will be handled through the Shipping Board by a representative of the government ship owner, and the Fink ISU Union. The Fink Union will function as the policeman or pigeon for the owners and the government to weed out so-called

to cater to the most unprincipled and servile slaves of the waves; the kind that are willing to eat dirt and like it.

2) A Filing System will be kept of seamen in three classifications:

- a) The Steady Group.
- b) The Extra Group.
- c) The Deferred (Blacklist) Group.

The qualifications for the first two groups will be physical ability, servility and seniority. The Deferred Group is the Blacklist. If you have an argument with the mate, engineer or steward or they don't like your looks or ways you will be placed on the Deferred or Black List. Also if you are social minded and propagate a union, miss your ship in a foreign port or fail to report after signing on, your name will be entered in red ink on the Deferred List at the Clearing House or Shipping Board. Copies of this will be sent to Washington, D.C. and to all ports and you will be permanently deprived of the right to earn a livelihood in the Marine Industry. At the same time those who are not black-balled will be required to pay tribute to the ISU Job Trust Racket, tho deriving no benefit thereby. This system will also indenture seamen forcibly to stay on ships in time of war though it may be a living hell. To stay on a ship you don't like with officers or crew you don't like on a run you don't like.

#### The Remedy

The above is a brief analysis of how the shipowners and the government with the aid of their organized stool-pigeon, namely the ISU propose to use the Fink Book as a means to stifle all scientific thought or action for seamen's welfare and to bludgeon us into being meek and servile slaves or deprive us of an opportunity to earn a living in the marine industry. Well! What are we going to do about it? The answer should be quite clear to anyone.

All marine workers, both members and non-members of the ISU and the IWW must carry on the fight against the Fink Book. If the majority of the seamen accept the book, then the minority will have to take the book in order to ship out. Every effort must be made against the books getting a foothold in the industry.

The scabby ISU officials have made the ISU the rottenest outfit in the country. Cast off the scabby ISU and let it go by the board since it has positively proven to be a Bosses' Union. Its members don't even own the card they carry. Furthermore don't be fooled by fake progressives, such as John L. Lewis's C.I.O. and Fake-Craft Federations. Refuse to take the Fink Book. Join the One Big Union of the IWW as the power to combat the shipowners' dirty schemes.

There isn't any law capable of preventing workers from striking provided that we are organized right into the One Big Union. Neither is there any organization with a structure and aim capable of supplanting the One Big Union of the Transport Industrial Workers

#### FRISCO WAREHOUSEMEN STRIKE

Eight hour day, 40 hour week, 3 weeks vacation with pay annually, 5 dollars per day and union recognition. These are the 5 demands in the strike of the warehousemen here.

The Chamber of Commerce and the Industrial Association are now using every trick at their command in an effort to break the back of the strike. Potential scabs are being recruited outside of Frisco.

Formerly the warehouse slaves were unorganized and received as low as 50 dollars per month, for the performance of the back breaking work in waterfront warehouses.

Indications are that if the bosses don't comply with the demands the strikers will call upon longshoremen, seamen, truckdrivers, for sympathy walk-out in support of their demands.

Such action, if taken, will tie up all water transportation on the west coast at least, and will subsequently compel the bosses to comply with the strikers' demands.

PHILADELPHIA, Pa. — An intensive campaign against the Copeland-Bland (continuous discharge book) fink book is being carried on in Philadelphia. Every means possible is being used to acquaint all seamen, and other marine workers concerned with this bill, with the contents and purpose of the bill. Results are evident everywhere, "I refuse to carry a fink book", is heard in most conversations. Every man concerned with this bill should know what the fink book is for and why he should not carry one. When they make their appearance, there should be no excuse for any one to say that he did not realize what it was all about. Any one accepting and carrying a fink book is a fink and will be treated as one, is the attitude of the West Coast. Let's make that our attitude. Don't accept a fink book.

#### WEST COAST SHIPS CREWS, SEE IWW ON EAST AND GULF COAST

Seamen from West Coast ships are calling at the IWW halls in Philadelphia, New York, Houston and New Orleans for information, literature, etc. They got hold of "The Marine Worker" in west coast ports. Due to its criticism of the Maritime Federation of the Pacific they are now seeing the weakness of craft federations and are fast learning that craft unions, craft federations or political parties cannot supplant the One Big Union principle and structure as advocated and practiced by the IWW, that there isn't any substitute for the real article is not a fable it's a fact. IWW welcomes the fellow workers from the west coast. The scabby ISU on Atlantic and Gulf despises them. West coast men you are welcome to visit and use the IWW halls anywhere, regardless of what union you are affiliated with. Just so long as you are a Worker.

#### NEW YORK ISU INSURGENT MEMBERSHIP STRIKE FAILED AND WHY

Efforts at effective strike action, by insurgent members of the ISU wound up in miserable failure. The strike was lead into the ground by professional politicians, whom the strikers carelessly accepted as leaders. Vito Marcantonio, a political demagogue, the Knickerbocker democrats, a capitalist political party, and the communist party.

These politicians were only interested in introducing seamen to their political aspirants, in making appeals to the capitalist courts and state. A lot of money was collected, some of which was used to buy publicity with which to raise more money. No seamen ever saw the cash box, though they did get some slum gullion in indigestion parlors. Lawyers and ambulance chasers, who were also predominant, were well advertised as the saviors of the sailors. These politicians did use the seamen like a lemon, until all the juice was gone, and then they threw away the skin.

The I. W. W. was strongly opposed by the Fake Leaders, when the I.W.W. asked for representation as an organization on the strike committee. The leaders stated that "Owners and Government would raise the red scare" and that only ISU members would be eligible to picket or strike. To win a strike it is necessary to stop the scab supply, and to actually pull ships. This requires "Direct Action", pressure from without methods of organization. There were enough striking seamen available to do this but the politicians who were leading were strenuously opposed to this kind of action as they wanted only the passive appeal methods to the courts and state, because if the striking seamen resorted to the pressure method, they would have to attack the ISU scab herders. The court cases, use of ISU name etc. would then become null and void, and while the strikers would win, the politicians would have no place to go.

The IWW did officially boycott all ships declared as struck and give independent cooperation to the pickets. The action has taught the seamen that strikes cannot be won by passively appealing through the politicians, to the capitalist state and courts, and next time they will use direct action like the seamen of France did. Such action will bring home the bacon, and pork chops.

CLEVELAND, Ohio — At time of this printing reports have been received that Metal & Machinery Workers I. U. No. 440 of the IWW had struck the American Brass Company of Cleveland, Ohio. Strike was caused because of the efforts of officials of American Brass Co. to hold back promised wage increase.

LOS ANGELES, Calif. — General Construction Workers I. U. No. 310 of the IWW has called a strike of construction workers. Picket lines hold and scabs are being imported from other cities.

## MC&SU OFFICE LOOTED

NEW YORK, N. Y. — "Cold" prowlers looted the offices of Clarence Angel and Joseph Arras, Treasurer of the MC&SU, Dave Grange is panicky about it, because it is alleged that correspondence with the ship owners, government and the police is missing. New York daily newspapers carried photostatic copies of letters, proving that the ISU put the police on the payroll at Marcus Hook, Pa. Other letters show that Dave Grange was in cahoots with A. J. Mc Carthy, vice president of the IMM Line, to frame seamen who were not desired by that company, and that Joseph T. Engdall, U. S. Deputy Shipping Commissioner, asked Grange for passes for the wife and himself on the Eastern Steamship Lines. How's that for a union official? Stinks Eh?

The IMM Line has an agreement with the ISU, to the effect that slaves who pay dues to the ISU will get preference of employment on the Ships. Recent developments indicate that Job Trust agreement won't stick. When the delegate of the Marine Cooks and Stewards of the ISU approached the Chef of the liner Manhattan for dues, the chef stated that he would not pay, and notified the Company that the whole steward's department would walk off rather than pay dues to an association whose honesty is in question. The company, thru the chief steward promptly ordered the delegate off the ship. The company took this action realizing that it could not hold its slaves to a Job Trust Racket.

Grange, President of the MC&SU, is in a hell of a jam now, court action has been taken against him by members of the union, charging him with delinquency of the Galley slaves dues money to the amount of \$143,358. What a dirty racket! WHERE IS THE MONEY GRANGE??? Grange addressing a meeting of the Cooks some months ago, was asked by one of the members the reason for such high expenses, Grange replied that "When he goes to Washington to interview the Congressman for the 8 hour split shift for the steward's dep't, he has to live the same as the Congressmen; wine and dine with them and stop in a good hotel, etc".

## GREAT LAKES BUSY SEASON,

CLEVELAND, Ohio — This is a busy season on the Great Lakes, due partly to the fact that there is an extraordinary demand for transportation of building materials, destined to the regions of the middle west and New England States, which are being rebuilt, since the great destruction of property in the spring floods. There is also a considerable movement of ore for metal to be used in ship building.

Lakes sailors and longshoremen, on both the American and Canadian side of the line, are receiving The Marine Worker and are showing great interest in its context. The message of One Big Union always is favoured by intelligent workers.

There is a limited season for ship movement before the freeze up on the

## SUPPORT THE MARINE WORKER

The Marine Worker, unlike other papers, is free and is thus dependant on voluntary contributions. Do you want to keep the Marine Worker in the field? If so, contribute. Send in donations, large or small to the General Organization Committee of I. U. 510 of the IWW, P. O. Box 800, City Hall Station, New York City. Note: To all Water Transport Workers:- The Marine Worker is your paper. Send in articles of Job News, Organization News, Criticisms and Suggestions of how to make the Marine Worker a better paper. These will be appreciated. Use this paper as your medium of expression.

## MTW MEMBERSHIP CONFERENCE

A mass conference of all members of the Marine Transport Workers I. U. No. 510 of the IWW will be held in Philadelphia, Pa. at the MTW Hall at 152 So. Third St., Sept. 1st, 1936. The Conference will open at 10 a.m. All members at sea or in foreign ports, and others not able to attend should cooperate by communicating with the conference to organize for the One Big Union of all Marine Workers; Open Books for all to Join; For an Increase in the Manning Scale on all Ships, Harbor Craft, and Docks; For Complete Abolition of all Overtime Work except where it is absolutely necessary for the Safety of the Ship; For Increase of Wages to the Fullest Extent and Reduction of Hours; For the General Strike for the Release of all Class War Prisoners and against all Capitalistic Wars and Fascism; For no Indorsement of or Domination by any Political Party.

(Signed) John S. Morgan, Chairman,  
G.O.C.I.U. 510 of the IWW

## HELP MIKE LINDWAY

All members and all marine workers should rally to the support of Mike Lindway, a staunch union man, framed by the Cleveland, Ohio, police and sentenced to serve 20 years for his activity in the National Screw and Manufacturing Co. strike led last year by Metal & Machinery Workers Industrial Union No. 440 of the IWW. Freedom can be won for Mike Lindway and the frame-up system exposed if you will give financial support to the appeal being made in his behalf to the United States Supreme Court by the General Defense Committee. Send all contributions to: General Defense Committee, 2422 N. Halsted Street, Chicago, Ill.

lakes and for this reason the steel trust and the Lake carriers association, take extraordinary precautions, to curb labor unions. It is said that the steel trust has a special fund in reserve to be used to break strikes and labor unions, regardless of this when workers organize right in the One Big Union, they are then able to command the respect of the steel trust, for money cannot move cargo. It takes the human muscle of the wage slave to do that.

## TEMPT BLOCK O. B. U.

The American Radio Telegraphers Association membership should take action to stop the political intrigue practiced by some of its high officials.

Roy Pyle, vice president, is an active communist party stooge. This man interfered in the negotiations between the IWW committee and Curran committee of ISU insurgent strikers at New York. Though he was not an ISU member, nor even AFL, he was steered in as spokesman for the striking seamen's committee, without being elected and by underhand political manipulation. This Roy Pyle had the unmitigated gall to voice objection to the IWW having representation on the strike committee and to state that none were eligible to picket card or required to strike excepting ISU members, and that the IWW cards would not be honored for employment by said committee when strike ended. This even though IWW men participate actively in strike.

Another vice president of the ARTA, T. J. Van Erman, recently insisted on a group picture being taken of delegates to marine conference in gulf, tho all protested. He was representing the cash box power. The picture was taken and published and reacted against militants in the gulf. Van Erman pulled out for Seattle where he has an office and left the rest holding the bag. Evidently he wanted the picture to use for his own prestige in the communist party movement of which he is a member and with a view to getting a position on the U. S. S. R. government. Hoyt Haddock, president, is also a real stooge for the Comicals and in the first strike of ARTA, A New York, 1933 he and other party members pulled the same tricks, even against the wishes of ARTA dues-paying membership. Those political leaders of ARTA have persistently blocked efforts of the membership to get real solidarity of labor in their cause and the of other labor units in marine transportation. They are only interested in political intrigue. They don't want real labor unions. Dues paying members of ARTA should run those Fakers ragged out of the association for good and for all. They are only lice on the backs of the membership—Signed ARTA Member

## NEW YORK BOATMENS' PROBLEMS

M. & J. Tracey, the biggest barge company in the harbor of New York have their own way of keeping their slaves quiet and docile. When this company hires a man his life's history is questioned and put on a form and filed for future reference. He is then sent to the Doctor for a medical examination after which you have your finger prints and photograph taken. This, Tracey says, is for the welfare of his employees in case they drown. But in reality it is a blacklist system, applied now more or less as an experiment. But in the event it succeeds without any retaliation from the slaves, the other companies will follow suit. It is the start of a new blacklist system from Tracey's side.

## FEDERATION FAILS

SAN FRANCISCO, Calif. — This city, once the proud possessor of some very militant waterfront unions, now sees the decline of this militancy and the usual craft union attitude of "To hell with you — we are doing fine!"

While the waterfront workers are still the same, and are willing to act in unity with other crafts, their leaders of the Maritime Federation for some reason or other are constantly compromising the solidarity of labor, "the most precious thing labor possesses", and entering into deals with the shipping owners contrary to the militant feeling of solidarity that still permeates the rank and file.

We have observed this for some time. Now we have proof of this sad trend we have been observing, in the Minutes of the San Francisco Bay Area District Council No. 2, held in Room F of the Ferry Building, of April 21. The trend of affairs warrants our calling attention to these unpleasant circumstances, for labor cannot advance blindfold.

It was moved by Schmidt and seconded by Charlot, "That there be no more job action to the extent of forcing other affiliates off the job unless such contemplated job action is first considered by the Council or its Executive Board". An amendment was offered to the motion, reading: "Refer to the Executive Board of this Council only", was defeated by a large majority.

### Job Action Sabotaged

One of the delegates requested an explanation of this motion and especially wanted Brother Bridges to explain the attitude of the ILA in case the Sailors' Union should form a job action picket line. Mr. Bridges replied that from then on picket lines would be formed by the Council or the Executive Committee. He emphasized the fact that only such picket lines would be recognized by the ILA.

He urged that we should learn from the lockout we just had, that the ILA had handled past actions without involving other crafts, and without hurting themselves. He spoke against job action, and further argued that the ILA could not continue to become involved "where a ship is pulled by a couple of drunks from the crew".

Once a delegate requested Bridges to give an instance where drunken sailors pulled a ship. Bridges mentioned the S.S. "Wildwood" as an instance. The delegate asking the information arose to state that as Sailors' Delegate he had handled the Wildwood, that her master had two members of the crew in irons when he arrived, that the two men were later removed to the city jail, and that if anyone was drunk it was the master. He further informed the Council that he had got the men released and the charge withdrawn, that the Sailors' Union of the Pacific had been affected by the lockout, and that seven crews had been paid off.

### Bridges On The Spot

When Bridges claims that they did not involve other unions, he fails to mention the capitalist system is the supplanting web — when you pull the wire Tra. all vibrates; and

so it is with this lock-out. Ships were tied up, crews paid off, fewer teamsters were required, tugboat men were laid off, fewer oil barges were running, restaurants on the piers closed down, storehouses were affected. All this was involved, yet Bridges says no unions were involved.

Bridges says that without job action we can proceed in an organized manner. Does he forget that any organized manner for workers to proceed in includes job action? That most if not all conditions won on the docks came from job action tactics since the big strike? That it is job action that the boss fears most, as he is taken unawares and generally is forced to give in? Yet despite this Bridges advocates the so-called orderly means of Arbitration. He fears that the uptown unions are against the policy of pulling the men off the job without first trying to settle the dispute in an orderly manner — the sort of "orderly manner" that results in the employer having his way. We know well enough it is not the uptown union men who object to job tactics, but the officials of these unions who are mostly all well-to-do business men.

### Bridges Sells Out

The shipowners have always been strictly opposed to a completely organized working class on the water front, and have always advocated the peaceful means now advocated by Bridges.

He argues that settling the question of the hiring hall was more important than the question of hours and wages as these benefits must follow from it. But the shipowners control half of the hall and the hiring of men. So wages and hours must be of more importance than all else, barring the revolution itself. Labor must take advantage of the artificially created scarcity of men on the waterfront just as the boss always takes advantage of hard times. To wait for these things to come later is suicide, for, as soon as the war talk is over, and the storehouses filled again, work will become scarce, harder times will be in store, wages will drop, hours will be lengthened. So take a lesson from the boss and get yours while the getting is good, by organizing in the Marine Transport Workers Industrial Union No. 510 of the IWW.

Note: No publication that is entirely controlled by the IWW shall accept paid advertisement in any form. Article XI

## THE MARINE WORKER

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of the General Constitution of the I.  
W. W.

### JOIN THE IWW TODAY

Dues and Initiations in the democratically operated One Big Union of the Marine Transportation Industry are just high enough to meet operating expenses. No official ever gets more than the average wage in the Industry. No official can serve more than three consecutive years. It costs \$2 to join and \$1 a month for dues with 25 cents quarterly assessments to promote union education. If you are unemployed over 60 days the initiation is 25 cents and dues 10 cents a month until 15 days after you go back to work.

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