

Employment System of the
Lake Carriers' Association.

BY PAUL F. BRISSENDEN

U. S. DEPARTMENT OF LABOR
BUREAU OF LABOR STATISTICS

ROYAL MEEKER, Commissioner

BULLETIN OF THE UNITED STATES } . . . { WHOLE NUMBER 235
BUREAU OF LABOR STATISTICS }

EMPLOYMENT AND UNEMPLOYMENT SERIES: NO. 8

EMPLOYMENT SYSTEM OF THE
LAKE CARRIERS' ASSOCIATION

BY PAUL F. BRISSENDEN



JANUARY, 1918

WASHINGTON
GOVERNMENT PRINTING OFFICE
1918

CONTENTS.

	Page.
Introduction.....	5, 6
Activities of seamen's unions on the Great Lakes.....	6-10
Objects and activities of the Lake Carriers' Association.....	10-12
"Welfare plan" of the Lake Carriers' Association.....	12-16
Objections by unions to the welfare plan.....	16-21
Results of the welfare plan.....	21
Discharge book.....	21-24
Attitude of the Lake Carriers' Association toward unions.....	24-28
Growth of the welfare plan.....	28, 29
Present working of the welfare plan.....	29, 30
Position of the Lake Carriers' Association as to the welfare plan.....	30, 31
Labor turnover on the Great Lakes.....	31
Conclusions.....	31-33
Appendix A.—Documentary evidence relating to the Lake Carriers' Association's welfare plan.....	34-46
Appendix B.—Statistics of the Lake Carriers' Association's fleets in 1916.....	47-49
Appendix C.—Copies of affidavits in regard to alleged discrimination against unions by the Association.....	50-57
Appendix D.—Copy of statement of the United States Shipping Board announcing the postponement of the strike of lake seamen ordered for October 1, 1917.....	58

APPENDIX B—STATISTICS OF ASSOCIATION FLEETS.

BY RACE OR NATIONALITY OF MEN AND PORT OF SHIPMENT.

Toledo.	Detroit.	Gary.	South Chicago.	Chicago.	Milwaukee.	Duluth.	Ashland.	Total.	Line No.
2,362	1,047	1,506	4,783	445	2,469	6,080	795	55,769	1
		1	3			1		8	2
68	23	79	260	4	37	165	25	1,375	3
2		5				2	2	22	4
8	4	1	9	1		9	2	74	5
2		1	10	1		5		41	6
2		1	7			2	1	31	7
100	38	28	162	5	10	131	10	849	8
		1						1	9
								2	10
1								428	11
33	7	5	73	14	9	83	5	110	12
8	3	2	21	2	5	11	1	2	13
			2					660	14
61	11	19	119	17	9	99	12	1,991	15
35	12	15	154	9	24	449	61	74	16
3		2	13	8		9	2	2,701	17
140	45	54	519	68	90	371	28	513	18
38	6	18	16	1	8	104	2	121	19
6		5	18	1	2	13	2	4	20
						1	1	5	21
								164	22
7	3	19	21	9		11	3	1,529	23
109	17	79	262	57	20	238	29	19	24
	2		1	7				24	25
			3	1	4			2	26
1								3	27
3						1		8	28
1		1	5					2	29
			1					1	30
								3	31
			3					2	32
			1					2,134	33
104	25	31	294	41	33	426	15	1	34
			1					984	35
20	34	18	81	32	21	58	7	12	36
				4				112	37
6		1	12	6		8	6	1,881	38
71	22	81	344	16	49	247	59	597	39
40	13	24	80	11	9	100	6	12	40
		6	2			1		11	41
			3	2				3	42
1						2		8	43
		1				1	1	75	44
2	3		11		1	14	2	1,287	45
67	17	37	198	44	17	239	24	121	46
14		5	34	2	5	7	2	11	47
1			2					20	48
2						1		15	49
1		1	3			1		1	50
3,319	1,332	2,047	7,532	808	2,831	8,601	1,103	73,823	

APPENDIX C.—AFFIDAVITS IN REGARD TO ALLEGED DISCRIMINATION AGAINST UNIONS BY THE ASSOCIATION.

STATE OF OHIO,

County of Ashtabula, ss.

Personally appeared before me, James Atkinson, a notary public in and for said county, Arthur Canfield, 42 Mayfield Road, Northeast London, England, who being duly sworn deposes and says as follows:

1. That he is an experienced lake sailor and has sailed the Great Lakes in the capacity of ordinary and able seaman upward of seven years.

2. That he got off the steamer *Italia* September 8, 1913, at Fairport, Ohio, and came to Ashtabula from that port on the same day.

3. That about 4 p. m., September 10, 1913, at the port of Ashtabula, Ohio, he was called out by the Lake Carriers' shipping commissioner at Ashtabula for a berth as boatswain on the steamer *Sicra*, at Conneaut, which he accepted.

4. That he received a pass for the boat and authorization for railroad fare from the aforesaid Mr. Norris, shipping commissioner, after which he left the shipping office to catch the car, which happened to have just left for the up-town run.

5. That on reaching the street, he encountered one George L. Martin, agent for the Seamen's Union, and inasmuch as the car was not ready to transport him to the depot, repaired with Mr. Martin to the Kennedy Hotel, at 85 Bridge Street, Ashtabula, Ohio, where he paid his initiation fee and dues for said union.

6. That while in the Kennedy Hotel, Mr. Norris, the aforesaid shipping commissioner for the Lake Carriers' Association, came in and accosted him, asking him for the passes in the following language: "Let me see those passes."

7. That after receiving the passes, which consisted of railroad transportation and boat pass, Mr. Norris then stated he would keep them, and would not let the affiant go to take the job previously arranged for him.

8. That this statement is made voluntarily and without offer of any reward, either pecuniarily or otherwise.

ARTHUR G. CANFIELD.

Sworn to and subscribed before me this 10th day of September, 1913.

[SEAL.]

JAMES ATKINSON.

[Copy.]

STATE OF OHIO,

Ashtabula County, ss.

Personally appeared before me, a notary public in and for said county, Rudolph Schulenberg, 1951 Evergreen Avenue, Chicago, Ill., who, being duly sworn, deposes and says as follows:

1. That he is 17 years of age, and has sailed the Lakes for the past 2½ years. In the year 1911, he was cabin boy and pantry boy in the Goodrich fleet sailing out of Chicago, Ill. In the year 1912, he was ordinary seaman on lake freighters until about June 15, when he went to the coast, and afterwards returned to the Lakes, sailing until November.

2. In the year 1913, he started sailing as ordinary seaman on the steamer *H. H. Rogers*, which he left, and later shipped on the barge *Alexander Maitland*,

about May 28, 1913, which he left the night of July 14, 1913, at Ashtabula, Ohio. Between the time that he got off the *H. H. Rogers* and shipped on the *Maitland*, he was in the Ashtabula General Hospital with a sprained ankle.

3. That on the night of July 14, 1913, after leaving the *Maitland*, he brought his baggage up to the Lake Carriers' shipping office at Ashtabula, and checked same, then going to the St. Charles Hotel to engage lodging and board. He remained there during the night, and was around on the morning of July 15, 1913, when accosted by a man who later proved to be George L. Martin, agent for the International Seamen's Union at that port.

4. That after talking with Mr. Martin, he went over to the union hall and took out a trip card, paying \$1 for the same.

5. In the afternoon of July 15, 1913, he went over to Woodland Park, an Ashtabula amusement resort, where he remained until about 2.30 o'clock, when, on returning, he went into "Scotty's Toggery Shop," at 87 Bridge Street, where he met Shipping Commissioner Norris, of the Lake Carriers' shipping office, and participated in the following conversation as near as he can recall same:

"Did you join the union?" Norris asked me.

"Yes, I did," I replied.

"You are a simple-minded fool," Norris continued.

"How do you make that out?" I asked. "Isn't the union a good thing?"

"It is," said Norris, "but they are not running it right. I always gave you a good ship, but I never will do so any more as long as I am here."

6. That following the foregoing conversation, he went up into the shipping office and got his two suit cases, and \$1 which he deposited to pay for clothes which he expected C. O. D. from Chicago. As he went out, further conversation ensued as follows:

"You are going over on High Street now, I suppose," said Norris. "I hope they give you a ship."

"Yes, I hope so, too," I replied.

RUDOLPH SCHULENBERG.

Subscribed and sworn to before me this 15th day of July, 1913.

[SEAL.]

JAMES ATKINSON,

Notary Public.

My commission expires April 19, 1916.

STATE OF OHIO,

Ashtabula County, ss.

Personally appeared before me, a notary public in and for said county, Rudolph Schulenberg, 1951 Evergreen Avenue, Chicago, Ill., who, being duly sworn, deposes and says as follows:

That the affidavit he swore to on July 15, 1913, at the city of Ashtabula, Ashtabula County, State of Ohio, regarding his experience with W. F. Norris, Lake Carriers' shipping commissioner at Ashtabula, Ohio, was his free act and deed, and that he was not induced by any promises of reward nor monetary consideration at the hands of George L. Martin, agent for the International Seamen's Union at Ashtabula, Ohio, nor of anyone else.

RUDOLPH SCHULENBERG.

Subscribed and sworn to before me this 16th day of July, 1913.

[SEAL.]

JAMES ATKINSON,

Notary Public

My commission expires April 19, 1916.

[Copy.]

STATE OF OHIO,

Ashtabula County, ss.

Personally appeared before me, a notary public in and for said county, Fred Reiss, 100 Main Street, Buffalo, N. Y., who, being duly sworn, deposes and says as follows:

1. That he is a marine fireman and has sailed on lake ships for two years as ordinary seaman and as fireman for over six years.
2. That he shipped as fireman on the Boland & Cornelius steamer *Louis R. Davidson* July 29, 1913, at South Chicago, Ill.
3. That at the time of shipping on said *Louis R. Davidson* he held "welfare-plan" book No. 34549, which was issued to him at Buffalo, N. Y., on or about July 17, 1913.
4. That he got off said steamer *Louis R. Davidson* on arrival at Escanaba, Mich., because the food served to him was not fit to eat, and, even such as it was, it was also insufficient.
5. That when he quit the ship he demanded his money and his book, No. 34549, both of which requests were refused by the captain and the chief engineer.
6. That this is a voluntary statement made without any consideration either of a monetary nature or otherwise.

FRED REISS.

Sworn to and subscribed before me this 20th day of August, 1913.

[SEAL.]

JAMES ATKINSON,
Notary Public.

My commission expires April 19, 1916.

[Copy.]

STATE OF OHIO,

Ashtabula County, ss.

Personally appeared before me, a notary public in and for said county, Norman Gregg, 1063 Prado Street, Los Angeles, Cal., who, being duly sworn, deposes and says as follows:

1. That he is a lake marine fireman and has sailed for the past two seasons, the first of which he was engaged as an ordinary seaman.
2. That he quit the steamer *Shenango*, at Ashtabula, Ohio, October 14, 1913.
3. That he reported to the Ashtabula office of the Lake Carriers' Association shortly after leaving the steamer *Shenango*.
4. That he went up into the Lake Carriers' shipping office on the morning of the 18th of October, 1913, and asked Shipping Commissioner Norris for his suit case. At the time he was wearing a button of the Marine Firemen's, Oilers' & Water Tenders' Union.
5. That Mr. Norris and he indulged in the following dialogue to the best of his recollection:

"What is that button you are wearing?" asked Norris, as he put his hand on it.

"Oh, that's just a button I am wearing," I replied.

"Well, you had better get your grip and get out of here," Norris concluded.
6. That he then took his grip over to the Lake Seamen's Hall, High Street, for safekeeping.

7. That this statement is made of his own free will and not for any consideration whatever, either financial or otherwise.

NOBMAN GREGG.

Subscribed and sworn to before me this 18th day of October, 1913.

[SEAL.]

JAMES ATKINSON,
Notary Public.

My commission expires April 19, 1916.

[Copy.]

STATE OF OHIO,

Ashtabula County, ss.

Personally appeared before me, a notary public in and for said county, Elmer Henson, Bear Lake, Mich., who, being duly sworn, deposes and says as follows:

That he is a marine fireman who has sailed on the Lakes on and off for the past 10 years and prior to that on salt water.

That he got off of the steamer *United States* at Michigan City, Ind., September 8, 1913, and proceeded from that port to Conneaut.

That he was unable to ship on a lake boat at Conneaut and came to Ashtabula to try and get a ship.

That on the 29th and 30th days of September, 1913, respectively, the shipping commissioner, Mr. Norris, at Ashtabula, told him he would not ship him without buying a Lake Carriers' welfare book, which he did not have.

That he was told he could not be shipped without such a book but was not requested nor instructed to buy one, which he was willing to do, provided he got a job.

That this statement is made of his own free will and with no expectation whatever of reward for so doing.

ELMER HENSEN.

Subscribed and sworn to before me this 30th day of September, 1913.

[SEAL.]

JAMES ATKINSON,
Notary Public.

My commission expires April 19, 1916.

[Copy.]

CHICAGO, ILL., *October 2, 1911.*

On September 12, 1911, I, the undersigned, P. Sullivan, applied to the Lake Carriers' Association shipping master, or "commissioner," at South Chicago, Ill., for a chance to ship. He asked me if I had a welfare book. I said no. He then informed me I would have to have one before I could sail, saying it would cost me one dollar. I paid him that amount. He then questioned me as to my full name, place of birth, age, personal description, name of relative, and length of time I had sailed. He then told me to sign a paper, which I did. I had no opportunity to see what this paper contained, as he held his hand over the printed part, showing only the space to be signed. He then gave me a Lake Carriers' Association "able seaman" certificate, No. 80870, and a Lake Carriers' Association discharge book bearing the same number. He made no attempt to ascertain whether or not I was capable of serving as an able seaman, but simply asked me how long I had sailed and then gave me the certificate stating I was competent to serve as a wheelsman. He was

emphatic in his statement that I could not ship unless I accepted and paid for a Lake Carriers' Association certificate and discharge book.

(Signed) P. SULLIVAN.

Signed and sworn to before me this 2d day of October, 1911.

EDWIN O. HASTEN,
Notary Public.

[Copy.]

STATE OF OHIO,

Ashtabula County, ss.

Edward Sterling, being by me first duly sworn, says that he is nineteen (19) years of age; that he has been employed on the Lakes as an able-bodied seaman for about three years last past.

Affiant further says that on the 26th day of June, 1908, he went to William Ford to ship as an able-bodied seaman, and one of the conditions under which the said William Ford agreed to ship him was that affiant would turn over to the said William Ford, shipping master of the Lake Carriers' Association, affiant's membership book in the Lake Seamen's Union, which book affiant did turn over to the said William Ford.

EDWARD STERLING.

Sworn to before me and signed in my presence this 26th day of June, 1908.

[SEAL.]

M. R. SMITH, Notary Public.

[Copy.]

CONNEAUT, OHIO, *June 22, 1908.*

This morning at Conneaut, Capt. Harris of the Pittsburg Steamship Co. barge *Manda* asked me if I want to make another trip. I told him, yes. He asked me if I was willing to give up my membership book in the Lake Seamen's Union. I told him, no. He said I must either give up my union or not ride. I asked him, if I should hand my book over to him, could I get it any time I wished. He replied, the book will have to be destroyed, so I quit. When Capt. Harris paid me off, he told me I had better make another trip and make up my mind. I told him I would not stay.

HENRY STURDIVANT.

THE STATE OF OHIO,

Ashtabula County, ss.

Henry Sturdivant being by me first duly sworn says that the above statement is true.

Sworn to before me this 22d day of June, 1908.

[SEAL.]

M. R. SMITH,
Notary Public.

[Copy.]

CONNEAUT, OHIO, *June 22, 1908.*

We, the undersigned, were discharged from the Pittsburg Steamship Co. barge *Manda* at Conneaut June 22, 1908, for belonging to the Lake Seamen's Union, and refusing to promise Capt. Harris that we would not stick to the union.

FELIX SCHWEITZER.
THOMAS MARSDSUSEN.

THE STATE OF OHIO,

Ashtabula County, ss.

Felix Schweitzer and Thomas Marsdsusen each being by me duly sworn say that the above statement is true.

Sworn to before me and signed in my presence this 22d day of June, 1908.

[SEAL.]

M. R. SMITH,
Notary Public.

[Copy.]

CONNEAUT, OHIO, *June 22, 1908.*

This is to certify that I, Seymour Higgs of Bellville, N. Y., shipped on the barge *Manda*, property of the Pittsburg Steamship Co., as able seaman, at Erie, Pa., on June 10, having been brought to Erie from Bellville, N. Y. by Capt. Harris, who knew that I had never seen a boat before. I made the trip from Erie to Duluth and back to Conneaut when Capt. Harris discharged three of his crew for belonging to the Lake Seamen's Union. I also quit. Capt. Harris refused to pay me my wages; after some argument offered to pay me at the rate of one dollar per day. This I refused and started up town after a lawyer, when Capt. Harris called me back and paid me. Capt. Harris told me that I would lose my money if I joined the Lake Seamen's Union and told me to keep away from the union.

SEYMOUR HIGGS.

THE STATE OF OHIO,
Ashtabula County, ss.

Seymour Higgs, being by me first duly sworn, says that the above statement is true.

Sworn to before me this 22d day of June, 1908.

[SEAL.]

M. R. SMITH,
Notary Public.

[Copy.]

CHICAGO, *June 24, 1908.*

I, the undersigned, shipped as ordinary seaman on the Pittsburg Steamship Co.'s steamer *Baker* in Conneaut, Ohio, on or about June 13, 1908. I shipped out of the Lake Carriers' shipping office in Conneaut, Ohio, and Mr. Ford, the shipping master, tried to get me to give him my membership book of the Lake Seamen's Union. Mr. Ford told me that if I would give him my union book that he would give me a good recommend to the captain on steamer *Baker* and I could get a job as watchman on said steamer in another trip.

The boat went to Duluth and loaded iron ore for South Chicago, Ill. The steamer *Baker* arrived in South Chicago on Sunday, June 21, 1908, and I was discharged from said steamer *Baker* on Sunday, June 21, for talking to the watchman on said steamer in favor of the Lake Seamen's Union.

RUDOLF SCHREIBER.

STATE OF ILLINOIS,
Cook County, ss.

Subscribed and sworn to this 24th day of June, 1908.

[SEAL.]

EDWIN O. HASTEN,
Notary Public.

[Copy.]

CONNEAUT, OHIO, *June 24, 1908.*

This is to certify that on June 23, 1908, at Lorain, Ohio, I was discharged from the steamer *Adriatic*, belonging to the Pickands and Mather fleet, having worked one day. I asked the captain if my work was not satisfactory. He said yes, but I belonged to the union, and he had shipped a nonunion man in my place.

I was also discharged from the steamer *Lynch* P. S. S. Co. Saturday, June 20, 1908, because I belonged to the union. My partner, Rufus Simpson, and two deck hands were also discharged from the *Lynch* for the same reason.

EDWARD STERLING.

STATE OF OHIO,
Ashtabula County, ss.

Edward Sterling, being by me first duly sworn, says that the statement herein above made by him is true.

Sworn to before me and signed in my presence this 25th day of June, 1908.

[SEAL.]

M. R. SMITH,
Notary Public.

[Copy.]

CHICAGO, Feb. 21, 1910.

This is to certify that I, Samuel Herring, was wheelsman on the Steamer *Henry A. Hawgood* in July, 1908.

While we were loading coal at Irishtown, Cleveland, in July, 1908, myself and the watchman were asked to sign a slip renouncing allegiance to any and all unions while we sailed for a living. I refused to sign the slip, so did the watchman, and we had to get off the boat.

I shipped on her at Milwaukee June 23, 1908, and left her at Cleveland early in July, 1908.

S. A. HERRING.

Subscribed and sworn to before me this 21st day of February, 1910.

[SEAL.]

CARL SCHNEIDER,
Notary Public.

[Copy.]

STATE OF OHIO,
Ashtabula County, ss.

Oscar Dalrymple and Cecil Wright, being by me first duly sworn, say that prior to the 9th day of July, 1908, they were employed on the steamer *Zenith City*, the said Oscar Dalrymple as wheelsman and the said Cecil Wright as watchman.

Affiants further say that on the 8th day of July, 1908, that said steamer entered the port at Conneaut, and that on the 9th day of July, 1908, when they went to the captain's office on said boat to receive their pay they were informed by Capt. Henry Cegoux, who had charge of said boat, that unless said affiants would turn over to him their union books in the Lake Seamen's Union they would have to put other men in said affiants' places, and that affiants would have to leave said boat.

OSCAR DALRYMPLE.
CECIL WRIGHT.

Sworn to before me and signed in my presence this 9th day of July, 1908.

[SEAL.]

M. R. SMITH,
Notary Public.

[Copy.]

HUBBELL, MICH., June 29, 1908.

To whom it may concern:

This is to certify that I, John Brenny, left Erie on Monday the 8th day of June, 1908, for Toledo for to join the barge *Maia* of the Pittsburg Steamship Co.'s fleet. Received card from the Lake Carrier's shipping master at Toledo.

Went to work on the 10th on the afternoon on that date. The shipping master and captain called the crew aft and wanted to know if we had union books, and if so we had to throw them away, as we could not sail in those boats if we were to keep paid up our dues in the Seamen's Union. I told them I could not throw my book away, as I had a death benefit, accident benefit, and ship-

wreck benefit in that organization. We were told to go to work. We finished that day's work and turned to next morning again about 10.30 a. m. The captain called us off and told us he had to pay us off, as a new crew was coming from Cleveland to take our place. We were all able-bodied seamen and felt disappointed at the treatment we received from the Lake Carriers' Association.

JOHN BRENNY.

This is a sworn statement before me by John Brenny.

RICHARD CUDDIFY,
Notary Public.

My commission expires October 21, 1911.

(No seal.)

APPENDIX D.—COPY OF STATEMENT OF THE UNITED STATES SHIPPING BOARD ANNOUNCING THE POSTPONEMENT OF THE STRIKE OF LAKE SEAMEN ORDERED FOR OCTOBER 1, 1917.¹

In view of the strike of the seamen on the Great Lakes scheduled to take place on Monday, October 1, 1917, the Shipping Board, through its vice chairman, Mr. Stevens, has had conferences with representatives of the seamen and Lake Carriers' Association.

As a result of such conferences he has been assured that the Lake Carriers' Association will accept any decision the Shipping Board may make relative to the wage rates, and while it will not of its own motion abolish the welfare plan, it will abolish the discharge book or modify the welfare plan in any manner the Shipping Board may direct after fair investigation. In view of this situation, the Shipping Board recommends that the wage schedule for October 1 to close of season be on the wage basis of not less than \$95 per month for wheelmen, lookouts, watchmen, and other able seamen; not less than \$95 per month for firemen, oilers, and water tenders; and not less than \$60 per month for ordinary seamen or deck hands and coal passers.

The Shipping Board will look into the subject of overtime and make a recommendation thereon at as early a date as possible. It will also carefully examine the welfare plan, including the discharge book, and make a recommendation upon the same at the earliest possible date. Both sides have under consideration suggestions made by Vice Chairman Stevens relative to a plan by which grievances can be taken up for consideration. The board will put forth every effort to secure the adoption of the plan referred to.

Pending the result of negotiations the board will appoint able and impartial men at the principal lake ports to hear any grievances that seamen may have to present and try to adjust them on a basis fair to all parties concerned. Upon these recommendations and understanding it further recommends that the strike ordered for October 1, 1917, be postponed until the Shipping Board shall have had a fair opportunity to make the investigation suggested and recommendations based thereon.

THE UNITED STATES SHIPPING BOARD,
By R. B. STEVENS, *Vice Chairman.*

¹ Leaflet published by the Marine Firemen, Oilers, and Water Tenders' Union of the Great Lakes.

