

workers in U.S.A. are distributed into so many different organization that it would take a champion statistician to name them all — war is going on between these, the tomahawk is buried and spirals of smoke are curling from the pipe of peace.

In the seafaring industry the M.T.W. 510 retains the loyalties of the most substantial seamen — not a small accomplishment in itself and which reacts to the benefit of both. Seamen should take note of this condition and associate themselves with the workers that get things done and are not forever slipping and trying to regain the lost log. Thousand and one different kinds of unions, all outfitted with Grand Rapids furniture — landlords too are deeply grateful for these small tokens of workingclass interest in their wellbeing. Many as the unions there are, fitted to the variable needs of the workers, there is hardly a place he can duck-in out of the rain — it is all pomp and splendor and labor pays the bill.

Labor is not getting anywhere subdividing itself that way. Improved as the wages are on the waterfront they are still out of all comparison with the war-profits the shipowner takes in in the form of "direct-take" and governmental subsidies — not even camouflaged with "profit-sharing" or war-risk bonus.

Was there ever a greedier employer?

Note: "profit-sharing" is merely sanctification for the exorbitant profits the employer wrings from an unsuspecting people — only few employers pass this out to the workers but it doesn't cost them a cent.

Shipboard food can be described by only one word — rotten. Ham and eggs for the captain.

General conditions are still only 2 step removed from the barbarism that was 1912.

Militancy of the M.T.W. 510 has never been questioned and many of the improvements is due to this active body. Maybe the seamen are losing out on a bet, when they squabble among themselves. After all there is only one lasting remedy; organize the unorganized and