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SEA UNION WILLING  
TO LOWER DEMANDS

Men Believed Ready to Take  
\$5 Pay Rise Instead of \$10  
and \$15 Asked in Strike

## MEMBERS TO VOTE ON IT

Offer Is Tentative, Dushane  
Points Out, but He Sees  
Rank and File Support

Matthew Dushane, chairman of the Atlantic seaboard division of the Seafarers International Union, declared last night that the union would compromise in its demands on the Eastern Steamship Lines in order to settle a strike that has tied up the company's entire fleet and deprived thousands of shore and sea workers of their jobs.

Mr. Dushane said that the company had not given any indication of its willingness to compromise in the strike against higher wages, but that the union would be willing to negotiate on a basis of \$5 increases instead of the \$10 and \$15 demanded when the strike began two weeks ago.

He made this statement when asked what the union was prepared to offer in the way of concessions, and pointed out that it was a tentative offer, and that it was to be taken before the membership.

"If they would offer us \$5 increases, I am sure the other de-

mands could be worked out satisfactorily," he said. "I think the membership would stand behind me in this, but of course I would have to find out."

A membership meeting had already been called for today, and Mr. Dushane was preparing last night to report on the failure of his negotiations with the company. Union men have been meeting with Alton B. Sharp, president of the line, and other officials at the company offices on Pier 25, North River.

A spokesman for the company said last night that no progress had been made during the talks, which had lasted several days. He said he understood that they would continue today, but Mr. Dushane said he considered the negotiations broken off.

The union offer, which had not been made to the company itself, was the first appearance of a "break" in the longshore strike.

Since it started last Friday night, more than 1,000 seamen have been out of work and nearly 3,000 office and shore workers were told last night to return to their jobs today. The company announced that it

would keep its offices open in seven ports along the coast from the Maritime Provinces to Virginia, but that only skeleton office forces would be on hand to conduct business.

Joseph P. Ryan, president of the International Longshoremen's Association, said last night that at least 2,000 and 3,000 longshoremen also would be deprived of their livelihood by the strike, and that considerable business would be diverted by the strike to railroad and bus lines.

A great part of this revenue will not be retrieved by the ships even

after the strike is terminated, he predicted.

In all, it was estimated that at least 5,000 would be out of work today as a result of the strike. The union's demands included overtime pay and improved working conditions, but at the union offices, at 2 Stone Street, it was clearly indicated last night that a small increase in wages would bring the men back to work regardless of these demands.

Mr. Dushane did not say what his recommendations to the men would be when they meet today.

He said he wished to make it clear that the stewards' department had not been involved in the strike, but had been technically "locked out" by the company. The stewards, outnumbering the deck and engine room employees, voted to accept the strike and were not called out. When the company closed down service the stewards were locked out, according to the union view.

In New York, headquarters of the line, it was reported yesterday that the company's wharf ticket offices would be closed from today, but that a small force would be on hand in the Franklin Street office. Similar steps were taken in Yarmouth, N. S., St. John, N. B., Portland, Norfolk and Richmond.

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