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S T A T E O F M A I N E

STATE HOUSE
AUGUSTA, MAINE

Senate Chamber
February 28, 1955
2.45 PM - 6.00 P.M.

Conference:
"Importation of Canadian Labor"

A meeting was held in the Senate Chamber at the State House, Augusta, Maine, on February 28, 1955, from 2.45 to 6.00 P.M., concerning the importation of Canadian labor for work in Maine. GOVERNOR EDMUND S. MUSKIE presided. The meeting was arranged at the request of STEVEN D. SHAW, Representative to Legislature, from Bingham, Maine; and 16 individuals from that area spoke.

Various State and Federal officials attended the meeting and spoke, including L. C. FORTIER, Chairman, JAMES J. GEORGE, SR., and JOSEPH E. A. COTE, Commissioners, Employment Security Commission; A. D. NUTTING, Commissioner, Forestry Service, State of Maine; D. J. HURLEY, officer in charge for the Jackman area, and CLIFFORD C. DOUGHTY, officer in charge for the Portland area, U. S. Immigration and Naturalization Service; Edward Elwell, Collector of Customs for Maine.

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Conference
"Importation of Canadian Labor"
February 28, 1955

Page 2

GOVERNOR MUSKIE. This looks more comfortable, here. Why don't you gentlemen all move up front? Might as well be senators for one afternoon! (Laughter)

MR. STEVEN D. SHAW, Representative to Legislature, Bingham: Governor Muskie, I am Representative Steven Shaw of Bingham, and I have here with me this afternoon a group of citizens from my territory who have expressed their concern in regard to the influx of labor and heavy equipment across the border here into Maine.

GOVERNOR MUSKIE. May I go on, first, and make a few remarks? I am a little surprised by the size of the meeting this afternoon. I had expected to meet with a few people who had expressed concern about the Canadian situation in regard to our woods operations. They felt these people would be interested in laying the facts before me. I have had an increasing volume of mail on this problem. I am interested in getting the facts. Not that I have any thought in mind as to any action which I might be in a position to take -- might want to take -- on any legislation which might be involved; but this is a problem affecting a lot of Maine people. As Governor of Maine, I felt I should interest myself, to the extent of getting all the facts.

That is the entire purpose of this meeting, this afternoon, which I expected would be much smaller. I want to know what is on your minds; what it is that is troubling you. I would like to say this, further: that it may be that there are other interests involved in this question, who are not represented here this afternoon. If, on the basis of the facts, of what develops here today, that it would be appropriate and right that they have an opportunity to present their point of view, of course I would want to create that opportunity later on, not only for their benefit, but also for your benefit, here, later on.

I don't know what interests you fellows represent. I don't know whether you are primarily woodsmen, or operators, or whether you are for or against the

GOVERNOR MUSKIE (Continued): importation of Canadian labor. I wanted to make these remarks at the outset. I want to be sure, before I take ultimate action -- if ultimate action is called for -- that everybody has an opportunity to present his viewpoint to me. I take it, this is just a matter on which you may wish to lay some facts before me.

We have here today, as I understand it, representatives of the United States Customs and Immigration Department -- am I right? -- the Employment Security Commission, from the Maine Department of Forestry -- is Mr. Nutting here yet? I think that about covers the official agencies of the Government. Mr. Elwell, Collector of Customs, is here. It may be that these gentlemen can give us information, and if they can, we would certainly appreciate having it at any time; all of us. REPRESENTATIVE SHAW. Thank you, sir. Perhaps, in order to expedite things a bit, I think it would be well for the individuals who have complaints, to present them, on both sides of the picture, as you mentioned.

GOVERNOR MUSKIE. I would recommend that every individual stand, identify himself by name, give his residence, and whether or not he represents anyone. There is no point in giving facts unless we keep a record of them.

MR. ROLAND LANGE, Lake Parlin Farm, The Forks, Maine: Governor Muskie, I am Roland Lange, Parlin Pond, a poultry farmer representing the Jackman area, speaking against the importation of Canadian labor.

GOVERNOR MUSKIE. Is that Long Pond?

MR. LANGE. No, it is Parlin Pond. A couple of weeks ago I attended a Lions' meeting in Jackman, and read a report to them there regarding this same problem. If you will bear with me, I will read that report here, and then we can discuss it.

Wood is Maine's number one natural resource. Lumbering and wood products constitute, by far, our largest industry. As a resource wood should be judiciously conserved and efficiently produced, in order that our state derive the maximum

MR. LANGE (Continued): from its development. Maine has an adequate labor force to develop this resource with its own citizenry. Foreign labor was introduced as an emergency measure when our own labor force was needed elsewhere, during the war. Importation of labor has continued under the guise that local labor "will not do woods work." Wage rates in woods work, the rate per cord, have dropped steadily since the war when averages throughout the state have increased. No, that would not be --. I understand they have not dropped, but they have stagnated as of probably 1946, while I think the other wage rates have increased in the meantime.

The effect over the past ten years following the war has been to set lumbering wage scales on a Canadian basis. The lower living costs and lower tax rates in Canada make work in Maine attractive indeed for the Canadian woodsmen. Glaring mismanagement of taxation allows bonded laborers to claim maximum dependency, and this circumvents our withholding taxes. Many persons with visas, so-called "synthetic Americans," have no intention of acquiring citizenship, but use this opportunity to collect employment insurance while residing in Canada.

The understandable attitude of the Canadian, working in a foreign country, is one of exploitation. He works only for the weekly check to take home. He has no reason for loyalty to his employer; no particular respect for our laws or customs. He realizes he is tolerated only because of his ability to produce at the job. Usually accustomed to a somewhat lower living standard, he is content with living conditions which the average American would find intolerable.

It is readily apparent, despite the urgency of this problem, that immediate abolition of Canadian labor is entirely impractical and detrimental to the lumbering industry. The problem must be solved by evolution rather than revolution. An attempt must be made however to encourage our lumbermen, and particularly the young men, to take woods work. Mechanization has releived the irksome tasks of

MR. LANGE (Continued): woods work considerably, and in this field much can still be done with the proper initiative and incentive. Certain measures should be instituted immediately, to equalize the opportunities and to encourage domestic labor. The feasibility of these, again, should be discussed:

The state government should be given authority in deciding on the extent of bonded labor employed within its borders.

The status of visa entrants should be investigated, and time limits of citizenship completion enforced and made irrevocable. As it stands now, the visa entrants can, if they allow their time limit on their visa to lapse, they can reenter, simply get another visa. I am not sure of the details, but I am sure the Immigration authorities can explain. They work within the state; they have all the privileges of employment, here in the state, of citizens; yet they retain a residence in Canada, they can drive cars back and forth across the Canadian border, their cars carry Canadian plates; they have all the advantages of dual citizenship.

Visa entrants should be residents.

The bonded laborers should be allowed a maximum of one dependent for tax purposes. Of course, that does not affect the state. But to make an equitable arrangement would only be fair.

No Social Security or unemployment payments should be made to either "visa" or "bonded" entrants. It is certainly warping the purposes of our own social legislation to allow payment of such benefits to non-citizens.

In the matter of timberland ownership by Canadians, it would be well to study Canadian regulations regarding foreign investment in that country. That, we won't go into here. I am not sure about the Canadian regulations.

Transfer of funds or property out of Canada is by no means as simple a matter as it is here. We might well pattern our own regulations along similar

MR. LANGE (Continued): lines. It should by no means be our intent to stifle legitimate trade in any way, but, where exploitation of materials or labor are concerned, proper legislation must be introduced. That is all I have here. I would like to hear from someone else now. I should imagine we ought to separate this into complaints and suggestions.

GOVERNOR MUSKIE. You can conduct this any way you like.

MR. LANGE. I would like to hear some other ideas on everything before we go further.

COMMISSIONER JAMES J. GEORGE, SR., Maine Employment Security Commission: Your Honor, if I may, I think it would be in order, as you propose, to ask individuals who wish to make allegations of failure to comply with any State or Federal legislation, to identify themselves and give specific instances when they might have been deprived of a job opportunity.

MR. JOSEPH POOLER, Bingham: Last winter I was working in the Jackman area -- .

GOVERNOR MUSKIE. Will you state your name?

MR. POOLER. Joseph Pooler.

GOVERNOR MUSKIE. Of Bingham?

MR. POOLER. Bingham. I was working in the Jackman area, with logs. There was a Canadian came in. He had cranes and trucks. He went to the boss and offered to do the job, loading and hauling, for less money. The boss talked to me, he said, "If you stay, Pooler, you have got to work for less money." I said all right, for a while, and I did, for a couple of weeks. When I got done there, I went to another jobber. He had a Canadian crane working. He had, in previous years, told me, "Any time you want to work, you can bring your crane and trucks over on the job. I will give you part of the job." This year I went over and he said, "I am sorry, Pooler, I have a Canadian who has contracted all the hauling"

MR. POOLER (Continued): I said, "You mean, I can't have part of the job?" He said, "No, this Canadian contracted for the full job." He said, "You could put your truck on, if you want to." So I did. This man had a very poor piece of equipment, did a very sloppy job. But the Canadian had the job. I figure I was deprived of the job by the Canadian. I don't know if he was a "visa" man or not. I don't know too much about the rules and regulations. I only know I have been hurt by them. So have many of my friends.

GOVERNOR MUSKIE. When was this? A year ago?

MR. POOLER. This fall, particularly.

GOVERNOR MUSKIE. Who was the jobber?

MR. POOLER. The jobber was Ronald Fournier, who had the Canadian.

GOVERNOR MUSKIE. Where is he located?

MR. POOLER. Jackman. While I was working for the first fellow, this fall, the one who cut our price on account of the Canadians, he had logs going to St. Georges. We had a group of trucks. The price offered was pretty small. Our trucks made one trip. Some Canadians saw the trucks. They went to the mill and wanted to know the price. The fellow told them. Some of the truckers said, "We can haul for less. We will haul for 15." We was being paid 18. So they sent those fellows and we was unemployed, tied the trucks up.

GOVERNOR MUSKIE. The jobber lined up with Mr. Fournier, he said the Canadian was getting less?

MR. POOLER. He didn't say that. He said he contracted the job to the Canadian. He would take it for less money. Fournier usually paid \$5 a thousand. This Canadian, if I remember correctly, Mr. Fournier said, "We paid him \$3." I couldn't even have part of the job. He said the Canadian had contracted it. In previous years, when American cranes were working, he said, "Come any time. You can have part of the job, clean the job up." This year I was stopped cold by the

MR. POOLER (Continued) Canadian.

GOVERNOR MUSKIE. Do you know of any other instances which someone else experienced?

MR. POOLER. I have heard a lot, plenty, of course, but I wouldn't want to say what they was. My experience in that would not be confirmed.

GOVERNOR MUSKIE. No, I wouldn't want you to say. Only what you --. Are you working in the woods now?

MR. POOLER. Not at present. I am tied up.

GOVERNOR MUSKIE. What?

MR. POOLER. I am tied up. Have no work.

GOVERNOR MUSKIE. You are available to work on a woods operation?

MR. POOLER. Yes. I am talking about a job over in the western part of the state. I am going to look at it tomorrow. If the price is right.

GOVERNOR MUSKIE. How many years have you worked at woods operations?

MR. POOLER. Somewhere near four or five years, loading and hauling.

GOVERNOR MUSKIE. What do you have for equipment?

MR. POOLER. I have a crane, and a log truck.

GOVERNOR MUSKIE. Is there anything else you would like to add, Mr. Pooler?

MR. POOLER. Not at this time, thank you.

GOVERNOR MUSKIE. Anyone else who has anything he would like to say?

MR. THOMAS FARRIN, Brighton Plantation: My name is Tom Farrin; Farrin Bros. & Smith. We had some instances.

GOVERNOR MUSKIE. Where do you live?

MR. FARRIN. Brighton. We had a crane working for Fournier, the last two years. This year he contracted, throwing our crane out of work.

GOVERNOR MUSKIE. Was that Canadian labor?

MR. FARRIN. Yes. He hired our crane before, for the last two years.

GOVERNOR MUSKIE. Has he hired any American equipment at all this year?

MR. FARRIN. I couldn't tell you.

GOVERNOR MUSKIE. Are you working, this year?

MR. FARRIN. Yes, for the Brown Company.

GOVERNOR MUSKIE. How many years have you worked in the woods?

MR. FARRIN. Oh, we have had that crane in the woods for the last three years.

GOVERNOR MUSKIE. What equipment do you have, besides the crane?

MR. FARRIN. Two cranes, 25 or 30 trucks, two shovels, a bull-dozer, one thing and another.

GOVERNOR MUSKIE. Is Mr. Fournier the only operator hiring Canadians?

MR. FARRIN. He is the only one we worked for in that district. We usually work $2\frac{1}{2}$ or 3 months in the winter on his work.

GOVERNOR MUSKIE. Was that in Jackman?

MR. FARRIN. Yes.

GOVERNOR MUSKIE. Are you working now?

MR. FARRIN. No, not there. Over in the western part of the state, for the Brown Company.

GOVERNOR MUSKIE. No Canadians in that area?

MR. FARRIN. Practically all Canadian trucks. I have not been over, but the operators tell me it is all Canadian trucks.

GOVERNOR MUSKIE. Do you know of any American operators in the western area who have not been able to get work?

MR. FARRIN. No.

GOVERNOR MUSKIE. Do you know of any in the Jackman area?

MR. FARRIN. No.

GOVERNOR MUSKIE. Mr. Fournier is the only one you know of, --

MR. FARRIN. He is the only one we worked for in that district.

GOVERNOR MUSKIE. Is there anything else you would like to add?

MR. FARRIN. No, I guess not.

GOVERNOR MUSKIE. Is there anyone else who has?

MR. RALPH REYNOLDS, Jackman Station: My name is Ralph Reynolds, of Jackman Station.

GOVERNOR MUSKIE. Ralph Reynolds of Jackman Station?

MR. REYNOLDS. Ralph Reynolds of Jackman Station, Maine. I would like to add this to what the boys have had to say: I have a crane which is not working at the present time, and my --. Why it is not, is due to the fact that at the present time there are Canadian cranes in the Jackman area operating with jobbers. Where are the Americans? They are sitting with their cranes in the yard. They cannot work, due to the fact that they are hiring at lower prices than we can afford to work for.

GOVERNOR MUSKIE. Do you know what is being paid?

MR. REYNOLDS. I do know, in one instance -- This is for a fact -- In one instance a fellow had a crane on a job, operating for \$3 a thousand, which I can't operate for; nobody else can operate for \$3 a thousand.

GOVERNOR MUSKIE. What is the minimum price you can operate for?

MR. REYNOLDS. \$5 seems to be the going wage, about the best we can do.

GOVERNOR MUSKIE. Are there other American operators in this area, not working?

MR. REYNOLDS. In this area? Well, no. I guess I am about the only crane in Jackman, not working. I am -- I guess I am the only crane you could consider as being in Jackman. Eddie Cormier has one, but that is considered in The Forks.

GOVERNOR MUSKIE. Do you know the conditions as to help on other parts of the border?

MR. REYNOLDS. The conditions are -- I have trucks, too, I might state --

MR. REYNOLDS (Continued): verifying what Mr. Pooler said, before I hauled more than one or two loads, the Canadians came in and took the contract. The \$15 a thousand bid was correct. They drive Americans off the job. I couldn't -- nobody else could, operate at less than \$18 or \$20 a thousand.

GOVERNOR MUSKIE. You three gentlemen have been talking about cranes. Do you know of American labor, woodsmen, not working?

MR. REYNOLDS. I will make this statement, sir: due to the fact that American woodsmen -- I have hired some labor for my trucks. One instance I know of: You might have laborers working on the trucks. The minute either things get going hard, or you get tied up a week or two, he draws unemployment and you can't get him to go back to work, for the simple reason that the unemployment and the wages are so near, he might as well sit still as work. Based on the same prices, Canadian labor is working. You can't get Americans to work. I wouldn't, myself, work if I could draw unemployment at about the same rate, and not wear out my clothes or equipment.

GOVERNOR MUSKIE. Usually you get American labor?

MR. REYNOLDS. Usually you get American labor, if you pay the price, but the Canadians drive the price down so you can't get the price.

GOVERNOR MUSKIE. What about unemployment among woodsmen in the area where you are?

MR. REYNOLDS. Yes.

GOVERNOR MUSKIE. There is?

MR. REYNOLDS. Yes, there is. There is probably as much unemployment checks in the town where I live as checks being drawn from lumber outfits.

GOVERNOR MUSKIE. Isn't lumbering in full swing?

MR. REYNOLDS. By it; on its last legs.

GOVERNOR MUSKIE. It is by the peak now?

MR. REYNOLDS. It is by the peak now, They are on the slacking off period at the present time. It is practically over.

GOVERNOR MUSKIE. Is there unemployment among men who want to work?

MR. REYNOLDS. Yes, there is, for the simple reason they can't get money enough. They can't get money enough to be able to afford to go into the woods and work. This is work they have done. These fellows, they are woodsmen. That is all there is up around there. But they can't afford to go into the woods for the money they are getting.

GOVERNOR MUSKIE. What do they earn for a full week's work?

MR. REYNOLDS. On that point I would be talking in a field I am not actually familiar with, due to the fact that I am a crane operator, a truck operator. I am not interested, I am not posted on their wages. Maybe somebody else is; I am not at the present time.

GOVERNOR MUSKIE. I would rather not have anything but the facts.

MR. REYNOLDS. That's right. I am not sure of the facts.

GOVERNOR MUSKIE. Maybe we can get it from somebody else. Is there anything you would like to add?

MR. REYNOLDS. I want to point out, I would like to mention, due to the fact that I was tied up and there was Canadian cranes in the area, operating, it all started this way, we started in, trying to find out why there were Canadian cranes in the area, that is when this thing started. After the Unemployment man came up, they were going to put us to work. Well, the first thing, I came up and asked for a job. "What have you got? A crane? No work for you." Where am I? I have \$12,000 invested in a crane. When you have got \$12,000 invested, you can't work for \$3 a thousand and get out, and expect to pay your board and expenses.

GOVERNOR MUSKIE. Who have these Canadian crane operators?

MR. REYNOLDS. Well, Ronald Fournier is one. Cecil Laweryson is one.

GOVERNOR MUSKIE. How do you spell that last name?

MR. REYNOLDS. L-A-W-E-R-Y-S-O-N. He is in Bingham. He is operating in the

MR. REYNOLDS. Long Pond area.

GOVERNOR MUSKIE. Who does he supply?

MR. REYNOLDS. He supplies Quimby Veneer in Bingham. I guess the majority of his logs being cut are going to Canada. Part of our pulp and logs and lumber is going to Canada, which I will say, a rough figure, 75% from the Jackman area is going to Canada.

GOVERNOR MUSKIE. Does he operate, himself?

MR. REYNOLDS. He operates, himself, an operator.

GOVERNOR MUSKIE. Who does Mr. Fournier supply?

MR. REYNOLDS. Well, I guess his hard wood is going to Greenville. I think, I am pretty sure his pulp is going to H & W or Great Northern, I wouldn't want to say which.

GOVERNOR MUSKIE. He also is an independent operator?

MR. REYNOLDS. He also is an independent operator.

GOVERNOR MUSKIE. Thank you, Mr. Reynolds. Anyone else? This is the time.

MR. LOUIS GIROUX, Skowhegan: Governor Muskie, there is something I would like to add.

GOVERNOR MUSKIE. Will you give us your name?

MR. GIROUX. Louis Giroux. I have been up in the woods, at The Forks, for Mr. Gilbert this winter. We got done Friday. They are still cutting logs, a little bit of pulp. They are paying \$1 an hour. Canadians can do it. All they got is their board, out. We have to take two or three dollars out for taxes. We got about \$6 a day, left. They got eight. They work in the woods; they work ten or 12 hours a day, and put down 8 or 9. That makes a difference.

GOVERNOR MUSKIE. Who did you work for?

MR. GIROUX. H & W.

GOVERNOR MUSKIE. H & W, directly?

MR. GIROUX. Division of Scott Paper. I was driving a truck.

GOVERNOR MUSKIE. Are you still working?

MR. GIROUX. No, I am not.

GOVERNOR MUSKIE. How many men worked in the crew you were working with?

MR. GIROUX. The crew, working with the trucks, I would say, 15 men. But cutters, the Canadians they had, it must be pretty near 150, I guess.

GOVERNOR MUSKIE. You say, about 15 Americans and about 150 Canadians?

MR. GIROUX. That is about it.

GOVERNOR MUSKIE. Where is your home?

MR. GIROUX. Skowhegan. Another thing, I would like to point out, a lot of people in the State of Maine are unable to work very hard. They could get a job taking care of the camp, sweeping out the camp. One fellow asked him for that job. He told me, "If I would give that job to an American, I would have to put two men on, one to take care of the camp, one to feed the horses. Now one Canadian does it all." He gets \$12 a day.

GOVERNOR MUSKIE. Do you know of any Americans who could not get jobs because there were Canadians on the jobs?

MR. GIROUX. Not exactly. One fellow working with us, they put a "visa" on.

GOVERNOR MUSKIE. I didn't understand?

MR. GIROUX. They put a "visa" on.

GOVERNOR MUSKIE. They fired an American and put a "visa" on?

MR. GIROUX. No.

GOVERNOR MUSKIE. There wasn't any trouble?

MR. GIROUX. As a matter of fact, they fired him because the Canadian truck crowded him off the road.

GOVERNOR MUSKIE. What was his name?

MR. GIROUX. I don't recall. From Bingham. Flanders? Maybe Mr. Pooler would remember.

MR. JOSEPH POOLER, Bingham: I don't know. I know some Flanders boys there.

GOVERNOR MUSKIE. You don't remember his first name?

MR. GIROUX. I don't.

GOVERNOR MUSKIE. That is the only instance you know of? --

MR. GIROUX. Yes.

GOVERNOR MUSKIE. Who couldn't get a job because of the Canadians?

MR. GIROUX. At the moment, yes.

GOVERNOR MUSKIE. Have you anything to add?

MR. GIROUX. Yes.

GOVERNOR MUSKIE. What do you earn in the woods?

MR. GIROUX. Well, to get a living, you have got to put in 70, 75 hours, after your board and taxes are out.

GOVERNOR MUSKIE. Do you get \$1 an hour?

MR. GIROUX. \$1.10. Come home with \$60, \$65.

GOVERNOR MUSKIE. Is that the prevailing wage?

MR. GIROUX. That's about it.

GOVERNOR MUSKIE. That is working on trucks?

MR. GIROUX. That's right.

GOVERNOR MUSKIE. How about labor in the woods?

MR. GIROUX. I don't know what they pay for that.

GOVERNOR MUSKIE. You haven't ever done that work?

MR. GIROUX. No.

MR. ROLAND LANGE, The Forks: Governor Muskie, I would like to go on for a minute.

One question seems to be the going rate. On this, I would like to bring up the point that for going on ten years, Canadian woodsmen have represented well over 60% of the employed labor in the woods, especially since -- for the last ten years. They certainly set the going rate, in that length of time. It is

MR. LANGE (Continued): probably the case, not too many represented here are out of work, but they are suffering by the competition because the pay rate is low. If Joe wanted to start a lumbering job and hire exclusively Canadian labor, would he be able to do it? Would you explain, Joe?

MR. JOSEPH POOLER, Bingham: If I was going to start a job, which I anticipate doing this summer, with 20 or 25 men, if I did have the work, I would do the same as any other jobber in the state. I would go to the Employment Service and requisition the men. I would probably tell them, I would have a price as low as I could get it. When the men came up in the woods, I would put them in a hard chance to work; you know. It would not be but a short while before they would leave. The 25 would be down to 10. Then I could go back to the Employment and say, "This is an emergency. I have to have men to cut. Could I have a bond?" As it was an emergency, I guess they would probably agree I could have "bonds." I would take the "bonds" in. In a short time the American boys, they can't camp with them at all. The rest of the Americans would leave. Actually that is where I would save money by using "bonds." If I scale his wood, I see a bad log, I put a sign on the log it is no good, don't pay for that. Then I will load the wood, I will take it, I will get my pay. The Canadian will be gone home, he won't know anything about it. If I am in business to make money, and Canadians are available, those are the boys I am going to have.

GOVERNOR MUSKIE. Are those some of the practices which are going on?

MR. POOLER. That's right. If I go into it to make money, it is just what I will do. I can scale them down. You can make them work harder. They will live under worse conditions. American boys can't live in camps with Canadians. A lot of the big outfits have nice camps, no question about it. I believe they want to keep them clean. They comply with the laws of sanitation, etc. The Canadians don't. Mr. Barry will tell you about that.

MR. THOMAS BARRY, Martin Pond Camps, Caratunk: I had business with a man, he was a jobber, he contracted a job to a Canadian outfit. I had to go into their camp to find out where the fellow was. I went into their camp. They had a hovel, the horses in one end, a canvas in between, and eight men living in that little place. All they had was logs on the floor, nothing but logs. Under those conditions Americans would not work. All there was, was logs. The horses were in one end, a canvas between. On the other side the men were sleeping, staying. One fellow was cooking, the others were cutting, and taking so-much out of their pay for the fellow doing the cooking. Kennedy at the Forks, he had sublet the job.

GOVERNOR MUSKIE. Who did he sublet it from?

MR. BARRY. He was cutting, himself; paying stumpage and cutting, himself.

GOVERNOR MUSKIE. Any American labor on it?

MR. BARRY. No American labor on it at all, not that I seen.

GOVERNOR MUSKIE. When was this incident?

MR. BARRY. A year ago, last winter. A lot of camps, around, if they was inspected, they would close the camps down. The big companies, they have nice camps.

GOVERNOR MUSKIE. The big companies have nice camps? They have Canadian labor too?

MR. BARRY. All the big companies themselves, all their camps are all right.

GOVERNOR MUSKIE. Whether they have Canadian or American labor.

MR. BARRY. Yes.

GOVERNOR BARRY. Is there anything else you want to say?

MR. BARRY. I guess that is all, thank you.

GOVERNOR MUSKIE. Mr. Reynolds?

MR. RALPH REYNOLDS, Governor Muskie, I don't think Mr. Barry understood your question, whether Canadian and American camps were just as good. He answered your question that they were just as good, that they were clean.

GOVERNOR MUSKIE. The question was whether the big companies provide the same facilities for both American and Canadian labor?

MR. BARRY. If the big companies provide the same for the Canadians?

GOVERNOR MUSKIE. Provide the same facilities for American and Canadian labor?

MR. REYNOLDS. Do the Canadians get the same thing as the Americans?

MR. BARRY. Yes, they do; sure, they do.

GOVERNOR MUSKIE. That is what I understood your answer to be.

MR. REYNOLDS. I would like to bring up another point which has bothered me somewhat, due to the fact that if a bonded man comes over and will earn \$100 a week, take-home, and I, right side of him, earn \$100, take-home --- this is an example --- he takes home that \$100. The government takes 20% out of me. He takes home his hundred. Besides all the other taxes I have to pay, that 20% comes out. I can't see why that is fair. I think it is due to the fact that they are working a lot cheaper than we are. They are not paying taxes. They are getting their checks, cashing it and putting the money in their pocket. If they declare anything to the Customs, they don't pay only a small sum.

Another instance I know of, a man and his five boys came over here to work. Every one of them --- the father is 75 --- every one had 10 or 12 dependents, and the youngest boy is 17 years old. I think there is people here who can verify that statement. They may not have anyone at home; they come over and declare they have, 10 or 12. And there is nothing you can do about it. Do you want to ask anything?

GOVERNOR MUSKIE. No.

MR. REYNOLDS. Another thing I want to talk about here: last Saturday I was in a Canadian camp, to eat. The Canadians --- The fellow sitting next to me --- This actually happened --- The man sitting there, eating his dinner. He stuck his knife in his mouth, then he reached over and cut the butter, brought a piece

MR. REYNOLDS, (Continued): over to his plate. That actually happened. That is not very good to happen. I wouldn't eat it. That is the condition an American has to work under, eating with Canadians. In fact, when I worked with Canadians in St. Orly for the International Paper, they had to give us separate camps. When we had to eat with the Canadians, I carried my own lunch, just made up some bread and meat sandwiches, so as not to eat in the Canadian camps. It is practically always the same thing. That is why us Americans can't live with them.

They mentioned about their sleeping quarters and stuff. I wouldn't stay over night; in fact I don't know as I would want to leave my dog there overnight. It isn't only one place. It is done at less expense; these jobbers get the job done, cheap. I worked for Quimby Veneer two months this winter. You couldn't ask for a better place, right here in Augusta, than we had there in the woods --- lights running water, the best. Better than a hotel. The bigger companies -- Great Northern, Hollingsworth & Whitney, companies like that do have very clean facilities. But these Canadians come in, especially the jobbers, they are very neglecting of the sanitary conditions in their camps.

GOVERNOR MUSKIE. Anyone else like to be heard?

LEONARD GAGNON, Skowhegan: Governor Muskie, my name is Leonard Gagnon, of Skowhegan. I am speaking for Mathias Gilbert.

GOVERNOR MUSKIE. What is Mr. Gilbert's name?

MR. GAGNON. Mathias Gilbert. He is a contractor, has been contracting in the woods for 15 or 20 years. He says they have got Canadian contractors coming in and contracting; they are on bond; they are contracting for less money than he can contract for, so he has got to leave his equipment stored. He can't contract for that money. So is Pete Drouin. For many years he has been one of the big contractors for Great Northern. He has the same case with him that he had in New Hampshire, in the State of Maine.

GOVERNOR MUSKIE. Their equipment is not now being used?

MR. GAGNON. What?

GOVERNOR MUSKIE. They are not working now?

MR. GAGNON. They are not working now, at the present time, on account of Canadian contractors, contracting, for less money and bringing their own equipment from Canada.

GOVERNOR MUSKIE. Who did Mr. Gilbert work for, before?

MR. GAGNON. He used to contract for H & W, and Great Northern Paper, around Rockwood and North East Carry.

GOVERNOR MUSKIE. Was that last year?

MR. GAGNON. No. Last year he did not contract. He did not contract for the last few years on account of these contractors. Even hauling pulp with Snowmobile, the contract for them is cheaper than with the tractor.

GOVERNOR MUSKIE. Are they using Canadian labor?

MR. GAGNON. They are using Canadian labor, 100%, according to what he says. He already ask a fellow for the H & W to haul with his trucks. He claims the Snowmobile was hauling cheaper than he could with his truck.

GOVERNOR MUSKIE. Who is operating the Snowmobile?

MR. GAGNON. A Canadian from Canada. They are operating around Kokadjo, around Greenville.

GOVERNOR MUSKIE. Has he tried to put his equipment to work, for three years?

MR. GAGNON. No. His equipment, he has been tied up. He rent his equipment to some other contractor.

GOVERNOR MUSKIE. He rented it?

MR. GAGNON. He rented it, some of it, but he has enough for 50, 75 men.

GOVERNOR MUSKIE. He has not used it for three years?

MR. GAGNON. He has not used it for three years, two or three years. He has

MR. GAGNON (Continued) L as much as for 150 men, the equipment, kitchen, beds, things like that.

GOVERNOR MUSKIE. How about the other fellow?

MR. GAGNON. It is Pete Drouin of Lewiston, Maine. He has been contracting for Great Northern and for the Atlas Plywood in New Hampshire. He opened a place a couple of years ago where it was very difficult to open up, a new town. He spent quite a lot of money. Well, after that, a Canadian come from Canada. He took the job for less money than he did, the year before, after building a set of camps that cost \$18,000, bulldozing a road, building bridges, culverts.

GOVERNOR MUSKIE. Is his equipment working now?

MR. GAGNON. He still got some equipment. He sold a couple, but he still got equipment, to contract.

GOVERNOR MUSKIE. How long is it, since he worked for the Great Northern?

MR. GAGNON. He has contracted for the Great Northern 21 years, around Pitts-
ton and -- is it Long Pond?

GOVERNOR MUSKIE. He was with them 21 years, but how long is it since he worked for them?

MR. GAGNON. How long? He has not contracted with Great Northern for four or five years.

GOVERNOR MUSKIE. Has he tried to?

MR. GAGNON. What?

GOVERNOR MUSKIE. Has he tried to?

MR. GAGNON. Oh yes, but the price, you see, has been cut down. He give up on account of the price. But the Great Northern -- there was trouble in the camp. He says they complained. He has a man what like to keep the camp.

MR. DROUIN. On account of overtime.

MR. GAGNON. The man was contracting. They was working more hours than they was getting.

MR. DROUIN. They are supposed to work eight hours, each one. The company was sued for that, and they had to pay \$5,000. I had to pay half. That is why I have not done any.

MR. GAGNON. The argument was about "bonded" men. They claim, the bonded men, the situation should be cut about in half. They claim we are overloading the bonded men, on this side.

GOVERNOR MUSKIE. Is there anything else you want to say?

MR. GAGNON. He was telling me, there was a place, there was 30 Americans shipped into camp for the Great Northern. The foreman said, "We are going to get rid of them. We will not keep them long." He put them in a bad place, where they could not earn a living. Then they have the others back. He says that is a good reason why the State of Maine cutters, they can't keep them. They put them in a place where they can't earn a living.

GOVERNOR MUSKIE. When did that happen?

MR. GAGNON. He says, about three or four years ago. He says it happened this winter, Mr. Gilbert, for H & W, over to Spencer. He says they put Americans in a bad place, so they go.

GOVERNOR MUSKIE. Do you know the names of any of the Americans on that job?

MR. GAGNON. I don't think he does know the names.

GOVERNOR MUSKIE. How does he know it is happening up there?

MR. GAGNON. He says some fellows told him this story.

GOVERNOR MUSKIE. But he does not know anyone who was working on the job?

MR. GAGNON. No, and he was not there.

MR. WENDELL FERLAND, Jackman: Governor Muskie -- Wendell Ferland, Jackman, Maine -- Back a few years ago, when I came back from Connecticut, in 1946, you could not get a job in the woods. You had many "bonds" in the woods. One morning then,

MR. FERLAND (Continued): We went to the H & W in Spencer. We asked for a job, driving horses. We never had done it, but we figure we can learn. We were refused a job. We have to have somebody from the Border Patrol, have Peter Plourde say to give us a job or have trouble about the bond. They can't refuse an American. So they give you a job, put you to work. But every time they crowd you out. You can't compete. I claim any gentleman that would like to stay with a bunch of Canadians, would not last a week. They are actually pigs, as far as living conditions. If you take off your shoes, leave them at the foot of the bed, they are liable to be full of spit when you get up in the morning. That is the conditions you have got to live under. That is why, when the Unemployment office tells you to go to such and such camp, the man says, "Are there Canadians there?" "Well, yes, there is. 95% are Canadians." He won't go. How would you like to live with them? You can't do it. You don't go in. Therefore you are out of employment. The Commission won't pay you your money because you refused a job. I wish some of you gentlemen had to go in the woods and try to work and find out it cannot be done.

COMMISSIONER JAMES GEORGE, SR., Employment Security Commission: Pardon me for a moment. I would like to respectfully suggest that in view of the fact that this is apparently a one sided delegation, that it would be well to withhold too much publicity until the other side can put in an appearance. I don't want to be misunderstood. I am quite familiar with woods operations, having worked in the field for 17 years. I am in sympathy with some of the problems presented here. But I think no American would wilfully deprive any of these men of a livelihood.

And I do want to correct some of the statements made. Our records show that as of February 16, 1955, we had 17 people in Jackman, drawing unemployment benefits, who were classified as woods workers. I would like to give the whole picture to you. Here in Maine on pulpwood operations -- in some sections it may

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COMMISSIONER GEORGE (Continued): be hard wood -- we depend entirely on weather conditions for trucking purposes. It is limited to a few weeks, from the freeze-up until it breaks up and you can't truck. Some of the wood is dumped in the rivers, or it is dumped in the mill yards. Today stream drives are more or less gone. Today most of the wood is trucked to destinations. It may be driven from different points to that spot.

I have before me eleven copies of the "Bangor Daily News," of different dates, with large, readable ads, "Trucks Wanted," in different areas.

I have before me a very brief summary of the result of a meeting of a group in February in Jackman. We had eight people there, who contended there had been violations or failure to comply with regulations, state or Federal. We listened to them. I asked each individual present whether or not he had ever been deprived of an opportunity to use his equipment, due to the fact that a Canadian was on the job. In each instance the answer was, "No," at that conference. Following that, we gave a man from our Skowhegan office a list of the names and equipment, instructing him to go to Jackman and register each and every one, with his equipment, for work. We instructed the manager of the office to refer those individuals to any job which he had open, and he did. Out of the eight, four appeared. One accepted referral to a job in the area. The other three, for reasons which I don't wish to divulge, but they are on record, were not interested.

Having heard this particular group, unless you wish to question the officials, it would be well, in fairness to perhaps arrange for another conference, give them an opportunity to sit in and listen. I feel sure any interested parties are willing, and will in the future, do all they can to provide gainful employment for our citizens of Maine. I believe sometimes circumstances prevent people from doing what they would like to do. I am interested in seeing that the

COMMISSIONER GEORGE (Continued); paper industry in Maine, which employs 40,000 people, keeps them supplied with work. I have worked in lumber camps, I have driven team, I have done about everything. I have some idea of the rapid changes which have taken place, and I am sympathetic. But the allegations here are quite general. It could be very embarrassing, and I want to take exception to certain statements here today. I would like to state that importation of Canadian woodsmen has been going on since 1921, It is nothing new, instead of since 1946. I think in fairness to all interested parties, if you wish to question other officials on woods conditions, they are here. But I think it would be well to consider limiting the publicity. I think, in all fairness, others should be given an opportunity to be heard.

MR. JOSEPH POOLER, Bingham: I would like to say, I think Mr. George is correct in his belief that the men are well protected by law and regulations, in theory. We are. But in practice, it is not working out. This situation is gradually growing worse and worse. It is worse this year than the year before and the year before that. It is getting almost unbearable. If there was not a lot of misunderstanding about things; if there was not a lot of harm from it, we would not be here today.

I have some petitions here. I put out just a few. I would like to give them to you. I just left them around, certain places, one or two. I was talking with a storekeeper. He used to sell all kinds of woods clothes, stuff to outfit lumberjacks. The Canadians don't buy in Bingham or Jackman. Maybe they buy a pair of cotton gloves; but they don't buy woolen clothing. They can get them cheaper in Canada.

When it comes to hiring Canadian labor on a job, I would like to know where the need stops and where preference begins. A while ago I said, if I was contracting, I would want Canadians right from the start. My need would be because I preferred them.

(THE PETITIONS submitted by Mr. Pooler were accepted and filed with the transcript of this meeting. See Appendix, following this transcript, pages i, ii, iii.)

GOVERNOR MUSKIE. Thank you, Mr. Pooler. I would like to say this: when this meeting was requested, I repeat, I had no idea it would blossom into something as large as this. I was asked to meet with a few people who were deeply interested in this problem, and it was my thinking that in a small, informal meeting, I could get enough foundation knowledge so that later I could get all the interested people in. Obviously it has grown to the point where it is impossible to have a small, private conference, without publicity. There is no way I can impose censorship on these newspapermen, Jim, and I wouldn't if I could. I think they appreciate the necessity of writing a balanced story on the meeting this afternoon. I hope they will. I feel quite sure they will. Certainly, as I said at the beginning, it is not my idea that this meeting -- the fact we are holding this meeting -- should preclude anyone with a different point of view, a different position, coming to me with that position. As long as these gentlemen are here, I think it is courteous to let them say what is on their minds. I hope they will realize that the people who are absent should be given an opportunity to defend themselves against any statements made here today. We will try to keep the meeting as factual as possible, and keep emotion, feeling, out of it. Each of you has a piece of the facts. We want to know what your piece is. If other people should be called in, we will call them. We want the whole story.

I know, Jim, you can help, and some of the other gentlemen. So far, I think this meeting has proceeded on a very level basis. I want to be sure; I want to hear what you have got to say, realizing that there is another side of the story. With that, let us continue.

MR. WILFORD E. JONES, Brunswick: Governor Muskie, my name is Wilford Jones, of Brunswick, Maine. I have intentionally stayed in the background up to this time.

MR. JONES (Continued): You have been talking entirely on woods jobs. Now, my business is core drilling. Probably a lot of you will say, "What is that? I never heard of it." Core drilling is your first step in mining, getting the strength, support, of Mother Earth, the core of the earth. For example, that is a piece of rock, taken out of the ground down 150 feet, out of solid ledge.

Now, I started in business last year, core drilling. I have been well drilling for eight years. I started core drilling last summer. I worked in the Camden area. I also did some in Auburn. I had great prospects for doing a large business this coming season. Incidentally, I own two machines. Up to the present time I have only operated one. In my travels this winter to some prospective customers, they just laughed at me. They said, "We thought we had to do business with you. But we have an outfit coming in, with Canadian labor, that can beat your prices \$1.50, as high as \$2 a foot. If you care to meet that price, we would be glad to do business. We don't see how you can. But in the meantime we are just sorry."

That outfit is just going into business. They have no machines. They have ordered one. I have seen the confirmation of the order. They are going to operate under the Eastern Maine Mining Company. The man that is furnishing the money didn't even know how to order the machine. They could send him a sewing machine; he wouldn't know the difference. The man who told him what to order, what equipment, is a Canadian that is in here on, not a visa, but just a weekend pass. He just came in to the Falmouth Hotel, to sit down at ten o'clock at a meeting where the order was made up. But he has been told, when the time comes and the equipment is here, he can come in on a visa for six months, and if necessary, he can renew it, plus bringing two or three men in as needed.

Now, of course I can't -- I can't compete with those prices. I would like to have it made very clear, while I do think -- I am quite sure -- I am the only Maine owned core drilling operator. There are core drilling machines in Maine, but

MR. JONES (Continued): they are not for hire. I don't control the prices. Big outfits do, like Sprague & Wyman, in Pennsylvania, or the Boyce Manufacturing Company in Michigan City, Indiana. They are strong competition. There are some in Massachusetts; there are some in Vermont. They gauge the price. I try to come in along with them, maybe under theirs because of less overhead, and get a living. But this Canadian labor! My equipment is going to sit in the dooryard. I wouldn't attempt to move it, at that price.

That is all of my "beef!" If I have interrupted your discussion on woods operations, I am sorry. I was afraid I would be shut off, and I did want to talk about it.

GOVERNOR MUSKIE. I don't want anybody to feel he has been shut off, if he has anything on his mind. I would like to get some information from the gentlemen representing government agencies. But first, has anyone else, operating equipment, or working in the woods, have anything to add on that, this afternoon?

MR. WILFRED D. FERLAND, Jackman: Governor Muskie -- Wilfred D. Ferland of Jackman -- I was a truck driver; I have been driving trucks for 26 years. I had to quit truck driving because I couldn't see nothing I could get ahead with. I drove a truck for Cecil Laweryson one year. I bought myself a car and sold the truck; I started driving a taxi. In 1946 we had eleven taxis in business. I see it going down every year, business decreasing, but I had a job, driving a truck. My wife drove the taxi. It cost me \$550 a year for my wife to drive the taxi. I had a salary; I could go along with it. Now, today, we are five taxis left. Tomorrow four is going to be left. One could not afford to keep up with us. How far have we got to go on that? Why can't we drive a taxi on private plates, as they do in Canada? I have lost trips to St. Come, at \$2 a head, every seat, as long as there is five, that is \$10. When there is six, it is their hard luck; it is \$12. Then a fellow says, "Why don't you charge me \$1.50?" I said, "I can't afford to." He said, "We got a fellow at camp. He will take us home for \$1.50." I said, "I can't do it."

MR. FERLAND (Continued): He said, "I'll let you know Saturday." I never heard from him again. I never drive them back. The other fellow had an old car; I have a new car. How long has it got to be like that? If they can drive a taxi with private plates, then we should drive a taxi with private plates. Then we save \$550; and it cost \$14 instead of \$28 for a license.

GOVERNOR MUSKIE. Who are these fellows you speak of?

MR. FERLAND. I would not be able to count them, sir!

GOVERNOR MUSKIE. Are they Canadians?

MR. FERLAND. Yes, sir. We have not got a right to go in Canada and take them in the State. This morning at seven o'clock I see a taxi here, going down the road empty, by my place, from Canada. They told me they are going to seize my car, if I do it.

GOVERNOR MUSKIE. Who told you that?

MR. FERLAND. Canadian Customs. They give a pass, do they know who is going in and who is coming out? I got a pass, if I am going in Canada. If I go in with four, and if I come back with four, it is marked. If five come back, they ask me, "Where did you get the fifth?" Here is one.

GOVERNOR MUSKIE. Where did you get that?

MR. FERLAND. At Customs, P. Q., the 28th of February. Why don't they do the same thing here -- just wave hands, wave you by? Who is going in? Who is coming out? I don't know; you don't know. We have tried to find out if there is a way to stop taxis with private plates. Last year, a fellow with a taxi plate came up with seven passengers. He had to go back with private plates, as he had a load of men, because he could not go back with taxi plates. Suppose I take you in Canada. You want to come back in two days; I have to stay with you. If I come back, I am done. I can't go get you. If they want to come in and get them, on private plates, I would like to have a chance to take them back.

GOVERNOR MUSKIE. Are Canadians picking up loads in this country?

MR. FERLAND. They come in with a load of men. You can say if it is the same kind. They have both coming in, with private plates and with taxi plates. That is what I have been trying to find out. The way it goes, I guess we will have to put the line close to Waterville, and put it "P. Q." instead of "U. S."

GOVERNOR MUSKIE. Anyone else? Will you state your name?

MR. _____ PHILBRICK. Governor Muskie, I don't feel at home here in the State House; I would be much more at home in the woods in a swamp somewhere! I have a few observations I would like to make, which might be of some help, some benefit. If you can use them, you are perfectly welcome.

I expected to see Mr. Philip Smith, the International Representative of the A. F. L., here, but I don't see him. I am very sorry.

I have watched all these conditions that you have been speaking about, since about 1910. I think that was my first winter in the woods. I have been in the woods ever since, in one capacity or another. And in 1917, I believe it was, the Canadian woodsmen program was enacted. And since that time I have watched conditions in this state, as far as woods work is concerned -- that is all I am speaking of; something I consider myself familiar with -- go from bad to worse. And it can't get much worse.

We speak a lot of prevailing rates for woods labor. That is a good point, and as most of us know, the prevailing rates are prevailing because of a prevalence of Canadian labor.

Mr. Smith and a number of others have seen the light, some time ago, and they have been primed to organize the woodsmen. I consider it is going to be a hard, very difficult job to do. I am not a union man, myself; never belonged to a union but once, about two years. But in that time I could see, I came to see that a union -- one that is wisely led -- is the only hope for a working man, believe it or not. Today our troubles all come from lack of organization, in my opinion. Ever since the first World War, our young people have been leaving the state,

MR. PHILBRICK (Continued): have been giving up woods work. Today I find no young men to speak of, in the woods. They are all elderly, middle-aged, like myself, and those men who have families, are tied down, can't move, very well. Most would move if they could. Chain saws have helped some, but they have also helped the Canadians.

I have watched different jobbers go broke. Some of them never knew what hit them, but they were hit. And most of the jobbers who grew up with me, as they went broke, they did not last very long. I could name a few, if I had time. There is at the present time, there is, as you woodsmen know, a very small remnant left, of what was once a great virgin forest in the State of Maine. I am sure most of you are aware of that.

Labor has made great gains in the matter of hours, overtime hours, unemployment compensation, all that, but as far as woodsmen are concerned, you just hate to see foreign labor have that advantage. Hundreds of foreigners are thrown into woods jobs, especially in the northern part of the state. You don't perhaps see it so much in the southern and central parts. And in a very short time, six or eight weeks, ten weeks, the job is completed; closed up. The forests are gone. The payroll is gone, and as far as I can see, the man on Main Street in the small town has profited very little, when he should have had the full benefit of all of that.

We build up unemployment compensation, and as someone has said here, our young men draw unemployment compensation while foreign labor comes in at such low rates, it is hardly worth while for them to do anything. So we find the woods full of so-called foreign labor and our young men drawing unemployment compensation. I will say again, I wish Mr. Smith could have been here. He is trying very hard to organize woods labor. And I have come to a very reluctant conclusion that that is about the only hope for the woodsmen today, is some sort of organization. As I say, I am not speaking for unions. I am not a union man. But

MR. PHILBRICK (Continued): I would be if I had an opportunity to join. And I think one of the things we should all encourage would be some sort of organization.

I did not intend to take up so much time. In fact, I did not intend to speak at all, when I came down, but I get into one of these meetings, I get the urge -- after I overcome my stage-fright -- to get up and try to say something. If 45 years experience in the woods would help anyone, if anyone wants information, I would be glad to give it. I think that is all the time I will take up today.

MR. JOSEPH MacEACHERN, Greenville: Governor Muskie, my name is Joseph MacEachern of Greenville. You will probably remember where that is, up in the northern part of the country. We do general contracting. Through the summer we depend on construction work, to make a living. We depend on hauling and loading in winter to keep a skeleton crew and key men going. I started hauling in '41, and the first crane we put in the woods to work in 1947. We worked in '47, '48, '49 and '50, loading and hauling one million, two million a year.

Then some of the other boys began to put out a few cranes too. It was more or less a standardized price, and the hauling was about the same. As it went on, the last three years the price kept going down. I can't say I have not had an opportunity to work. But it is the same idea as they have all said: at the price you can get, at what it costs to haul them, you can get a better living, leaving them set in the yard. It is the same idea for a crane. That is why mine have set in the yard, the last three winters. I called this winter at four or five different places. As far as trucks are concerned, you could go in, any day, and there would be, oh, eight or ten trucks ahead of the loader. And the loader would be some relic that was worn out over here, was sent to Canada and patched up and sent back, very dangerous to work under; No breaks, short booms, not efficient in handling logs. So long as there were trucks waiting, men waiting, they did not care. They were paying so much a foot for logs to be trucked. Never mind how long the drivers had to wait, the trucks had to wait. When you leave home at

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MR. MACEACHERN (Continued): two and get home at seven, eight, or nine o'clock every day, you get one day's pay for that. To make a good days pay, you work those hours. I know any of the boys can back that up.

I know two gentlemen sitting here, both have cranes. They have set in the yard all winter just because you can't meet that kind of competition. I know I can't.

GOVERNOR MUSKIE. Are you working now?

MR. MACEACHERN. I have two out of eight, working. I am doing that just to keep two skeleton operations going, so they won't go on the unemployment compensation. And Governor, I did offer to load this winter. The going price we always got was \$5 a thousand. Of course, my machine is a little heavier than some. It necessitates a trailer to move it. After it gets there, it is a bigger machine than probably is necessary. But even with that in mind, I can usually compete. But down around \$3, it just is not possible. And they put Canadian cranes on, with the operators, etc. I can't compete with that; that is all.

GOVERNOR MUSKIE. Thank you. I think it might be helpful at this point if we had some enlightenment on the laws and regulations of the Immigration Department as affects this situation. If we can have that from you?

MR. D. J. HURLEY, officer in charge of the Jackman area, U. S. Customs and Immigration Service: The consensus of this meeting seems to be that these men are generally finding it impossible to use their equipment. And like the Employment Security Commission, we are interested in people, not equipment. We cannot control the entry of Canadian equipment. These Canadians purchase timber in the United States, get stumpage rights, apply for -- petition to import laborers. Before that is granted, they have to tell us, all three agencies, what categories they want. Let's say, they say, among other things, crane operators. When the petition is granted, they are allowed to bring in their equipment. Some have cranes. If any American crane operator wants to take the job away from a bonded

MR. HURLEY (Continued): man, he can. But if a Canadian wants to bring his crane in, that is an entirely different proposition.

GOVERNOR MUSKIE. You say, the law has no control over that?

MR. HURLEY. This man bought the land. If he brings his crane in, and pays the duty, it becomes an American crane. The trucks they pay duty on, are American trucks. If they are used on the highways, they are supposed to be registered in the State of Maine. As far as insisting these people hire cranes locally, we are not in a position to do it. All we do is to enforce the immigration laws. They are supposed to be persons with no criminal record, physically able to do the work for which they are brought in. In the cases of Mr. Drouin and Mr. Gilbert, over there, they failed to obtain contracts with companies in the United States, so they are not operating in Maine at the present time. That would seem to be more a problem between them and the companies who want wood cut in the United States. Because both these gentlemen use better than 90% Canadian labor, if they did have contracts, they would use Canadian labor.

GOVERNOR MUSKIE. What about American companies hiring Canadian equipment?

MR. HURLEY. Well, often times when they want a crane, they hire a man who owns a crane and he brings the crane in. The same situation applies to him. An American can take him off the job, if he so wishes.

GOVERNOR MUSKIE. As a practical matter, this operates how? If a Canadian operator wants Canadian labor, how does he go about it?

MR. HURLEY. To obtain the labor, they file a petition with the Immigration Service and the Department of Labor in Boston. Our organization checks with the Maine Employment Security Commission. These agencies get together and give an allocation of so-many men to be brought in under certain conditions. When they are imported, they are supposed to be replaced by domestic labor, whenever available. They say they are supposed to get suitable quarters. Perhaps what they

MR. HURLEY (Continued): say about quarters is true.

GOVERNOR MUSKIE. Do you make any findings as to American labor before you issue the permit?

MR. HURLEY. The Employment Service do it.

GOVERNOR MUSKIE. Is that the extent --

MR. HURLEY. That is not our province.

GOVERNOR MUSKIE. No, no, I am just asking.

MR. HURLEY. That is the extent of it. All these men are certified for existing vacancies. The jobs are posted. Any American in the area is supposed to get the job if he wants it, in the camps.

GOVERNOR MUSKIE. Do you have any figures as to the extent of the labor, whether or not it is increasing?

MR. HURLEY. The supply is decreasing, at the present time, to what it was, eight years ago.

GOVERNOR MUSKIE. Fewer?

MR. HURLEY. Fewer permits granted. Fewer men coming in.

GOVERNOR MUSKIE. What is the total number?

MR. HURLEY. At the present time the quota is about 5,000. That is for the Jackman area. The maximum who entered is about 3,500; at the present time there are about 2,600; along the border, from Lac Frontiere to the New Hampshire border.

GOVERNOR MUSKIE. Do you know anything about the taxi situation they speak of?

MR. HURLEY. Mr. Ferland will have to admit, we did our utmost to prevent Canadian taxis from coming into the area. In like manner, we gave the taxi drivers the best break we could. But the Canadians nearly all have automobiles now. There isn't the wide-spread use of taxis that there was, seven or eight years ago. These fellows all are making very good wages. They have very good cars. They load them up when they come in; they load them up when they go back. It is pretty hard to determine whether it is a taxi or not. They have passenger car plates. We ask

MR. HURLEY (Continued): them if they are operating a taxi. They say no, they are just giving the neighbors a ride home.

GOVERNOR MUSKIE. You would have some control over the situation if you could prove -- .

MR. HURLEY. I don't know whether -- We have sort of a Port rule that we never allowed an empty taxi to come in, in that area. In fact, we never let them in for any purpose unless they had a legitimate trip over here. But to do anything about the taxi business is difficult. The state Police have been interested. They tried to help out. But it is hard to prove these people are not just giving friends rides.

GOVERNOR MUSKIE. Tough to prove, I can see. Would you consent to answer any questions anyone had?

MR. HURLEY. Well, to the best of my ability.

MR. ROLAND LANGE, Lake Parlin Farm, The Forks: I would like to ask about the "visa" situation.

MR. HURLEY. Well, the people you are talking about, so-called "visas", are Canadians who went to the American consulate and obtained immigration visas to come to the United States for permanent residence. And it is true a considerable number of them have not established any domicile in the United States and are now what you might call in the commuter class. Possession of this visa gives them the right to seek work. Under bond, he can work only for the man who imports him. These fellows under visa do more or less have the rights of residents. I don't believe many of them are collecting unemployment compensation because, to do so, I think they have to prove residence. And as to -- What was the other thing?

GOVERNOR MUSKIE. Income tax.

MR. LANGE. How difficult is it to prove residence? What is the number; how many of these "visa" persons are there?

MR. HURLEY. We haven't any record. Quite a lot. It is hard to say. Then, as to income tax, when a man is hired by a lumber operator, he is given a Treasury Department form in which he lists his dependents. It is considered -- In fact, it is the consensus of opinion that all have seven or eight dependents. Naturally, they don't have very much deducted from their checks at the end of the week.

MR. LANGE. How difficult is it to establish residence? Would a man have to sign?

MR. HURLEY. I don't know what you mean. To be a resident, you have to have a fixed domicile and pay a poll tax.

MR. JOSEPH POOLER, Bingham: As I understand it, a visa entitles this person to operate any piece of equipment. Does it give them the right?

MR. HURLEY. A visa gives him the right to do anything a resident can do.

MR. POOLER. A straight "bond" --

MR. HURLEY. A "bond" is entitled to operate a crane if he is admitted for that purpose. Every person coming into the office is given a card. On the card is the job for which he is imported.

MR. POOLER. It has been from hear-say, that any citizen of the country could bump a Canadian off a piece of equipment, up to the last few years. It was commonly thought that the bonded man was not supposed to do anything but cut pulp, cut logs. That was the extent of it, up to four or five years ago, some such a matter. Today he comes in, he can operate a crane. I know for a fact, years ago if an Immigration officer came into camp, there was an Indian behind every tree. When his back was turned, they were on every piece of rigging there was. The wages have gone up. But who is going to live with those birds? It is bad enough to work with them, without having to live with them. Evidently they just don't go. That is what it comes down to. I believe there are enough men in the State of Maine capable of cutting pulp, loading it, jobbing it, and everything else.

GOVERNOR MUSKIE. Your question is whether a bonded man can bring in a tractor, or a crane, and operate it; whether or not the situation has changed in that respect in recent years?

MR. HURLEY. Well, the Immigration Service -- Up to about a year ago, we did not keep any records. Any man who had worked in the woods, we considered him a woodsman. About the last 18 months, we put them in these categories. They are not supposed to be employed otherwise. A cutter is not supposed to drive a tractor.

GOVERNOR MUSKIE. He is admitted as a tractor operator; for that. Does that answer your question?

MR. POOLER. Yes.

GOVERNOR MUSKIE. Any other questions?

MR. WILFORD JONES, Brunswick: I don't know whether you would consider this a question, or more or less asking advice. In my particular case, would you advise me to just stop where I am now? I am not saying this, trying to be facetious. I realize there is a limit to what you can tell me. Would you advise me to let go the men I have, and go after Canadian labor, to meet competition?

MR. HURLEY. If you wanted to file a petition to import Canadian labor, you would have to go through the officer in charge in Portland. I am sure he would be glad to tell you about that, some other time. If you can't get Americans to do the job, probably you could bring them in. But the State of Maine first have to certify that there is a shortage, and they are not listed.

MR. JONES. I didn't mean to take advantage, but I really mean what I say. I understand if I apply for Canadian labor, all I have to do is make it unbearable for the help I have got. They go. Then the Employment Service, they send me two, three, four, five, whatever I need. If they are Americans, I still bear down. They go. Finally I say, "I guess I will have to use Canadians." They give them to me. I am not going to do it; I will tell you that, right off the bat. But actually that is just what some of them do.

GOVERNOR MUSKIE. You are competing with Canadians?

MR. JONES. Canadian labor. Not equipment. Equipment is what we deliver to the site in the State of Maine. But operated entirely by Canadians.

GOVERNOR MUSKIE. Whose equipment is it?

MR. JONES. It is going to belong to the Eastern Maine Mining Company.

GOVERNOR MUSKIE. Might I ask, has the labor been given permission to come in?

MR. JONES. It has gone far enough so that they have ordered new equipment. The Canadian has been told -- .

GOVERNOR MUSKIE. I know, but has permission been given to Canadian core drillers?

MR. JONES. Maybe I overstepped myself, but I have been told on good authority that they will be, and I expect I can rely on it.

MR. CLIFFORD C. DOUGHTY, officer in charge in the Portland area, U. S. Customs and Immigration Service: Today, to my knowledge, it has not been approved yet.

GOVERNOR MUSKIE. Who is it, who -- ?

MR. DOUGHTY. Eastern Maine Mining Company. The President is Charles D. Rollins of New York City.

GOVERNOR MUSKIE. Is it a Maine corporation?

MR. DOUGHTY. I understand so. Going to be. They have holdings in Maine now, known as the Maine Mining Exploration Company.

MR. JONES. The Maine Mining Exploration Company, they came to me to have core drilling done. I went on their ground at Cherryfield and Surry, and I was supposed to go to Franklin County around Farmington. Everything was coming along fine. They agreed on the price and everything. They thought I was a little high but agreed they would have to pay it. When it came to the matter of pay -- drilling runs into money -- I wanted to know where the money was coming from. I asked to have the amount for the Cherryfield job, which was \$12,000, I asked them to put the money in escrow at the First National Bank in Brunswick, and I wanted \$1,000 when I put the equipment in. When we were drilling, every week I wanted to draw

MR. JONES (Continued): on the First National Bank, when I got so much work done. They wanted to pay me on the basis, "You accept \$5, we will pay, a foot in cash and we would like to have, the other two or three thousand, you take it in stock." Paper. Well, of course, I talk cash only. Stock means nothing to me. I have to pay for the equipment. They might make good on it; they might not. So I have to talk cash; cash, only. So, getting their new equipment, getting Canadian labor, they might say there was no one available.

GOVERNOR MUSKIE. Has there been any petition for Canadian labor?

MR. DOUGHTY. I understand they have.

GOVERNOR MUSKIE. That would have gone to your office.

MR. DOUGHTY. It would have.

GOVERNOR MUSKIE. Do you know what is being done now?

MR. DOUGHTY. The form is not approved.

MR. JOSEPH POOLER, Bingham: Could I ask a question on this "visa"? Mr. Hurley, does the Canadian have a right to come down, have a right to solicit work anywhere in the state?

MR. HURLEY. Yes.

MR. POOLER. He would have a right to go on the highways, trucking, any job he wants to go on?

MR. HURLEY. He has every right of a resident of the United States.

MR. POOLER. Thank you.

MR. STEVEN SHAW, Representative to Legislature, Bingham: May I direct a question to Mr. Hurley? I have been told, a person could obtain a visa and enter the country, and somebody suggested that if the person was desirous of operating in the woods, he could requisition Canadian labor from Canada for the operation?

MR. HURLEY. It is not necessary for them to get a visa to do that. There are 50-odd employers, and 16 reside in Canada.

MR. SHAW. Sort of dual citizenship?

MR. HURLEY. No citizenship.

MR. SHAW. No citizenship in the United States?

MR. HURLEY. They are businessmen in Canada who purchase stumpage. It is their land. They have a right to come over and operate.

MR. SHAW. They don't even have to obtain a visa?

MR. HURLEY. Not necessary.

MR. SHAW. Is that a reciprocal arrangement?

MR. HURLEY. No. The same as if you bought a mine in Canada, you would have the right to go up there and operate it.

MR. SHAW. I see. It is reciprocal. I just wanted to clarify the point for one of my people. Thank you very much.

Another thing I might ask at this point, which was brought to my attention. I am pretty much in the middle of the situation, as you can perhaps understand. It has been indicated that the increase in price per cord, as far as the cutters are concerned, in the woods, has not been consistent with the increase in wages as far as the general wage level is concerned. Do you have any information on that, Mr. Hurley?

MR. HURLEY. That really is in the province of the other gentlemen here. The price per cord has gone up considerably. Years ago it was \$3. Now it is approximately \$5.50, on the average.

MR. SHAW. I see. A contractor brought to my attention, in 1946 he paid \$5.25 per cord, for producing rough cut pulp, piled at the stump. He says they now pay \$5.75. I have no way of verifying the figures. I would think, on that basis, it was inconsistent with the increase in wages for laborers from 1946 to date.

MR. HURLEY. I am not sure. I think the average price in 1946 was \$3.

MR. SHAW. Is that so? Another thing I might inject at this point: I don't think these people came here, in regard to Mr. George's statement, to impli-

MR. SHAW (Continued): cate in any way the Employment Security Commission or any of the departments within the state. I think they have a great deal of respect for these gentlemen. They are not shaking a finger of accusation at any department. In fact, the Employment Security Commission has been commended to me very highly, for the attitude they had toward us at the previous meeting. It is not our intention to reflect on them as individuals or on the department.

COMMISSIONER JAMES GEORGE SR., Employment Security Commission: I am sorry if you got that impression. I had no intention of suggesting it. My comment was based on the other thing.

MR. SHAW. I wanted to clarify that. We are certainly pleased.

MR. GEORGE. I think you misunderstood what I said.

MR. SHAW. Thank you.

GOVERNOR MUSKIE. Anyone else have anything to say?

MR. MARTIN WHITTEN, Rockwood. ~~Martin~~ Whitten, Rockwood, Maine, Moosehead Lake. Been living there all my life. I'm in the taxi business. A few years ago we had seven cars, hauling Canadians in. That was when they were operating for Great Northern, a big operation, used to haul a lot of men. This kept going down. Right now I am down to one car. At that time, as I recall it, when the bonded men came in, they were bonded only to cut pulp. Now they drive trucks, scale, do 'most anything. The sole reason for me keeping a car is the summer people. The Great Northern used to have to call the taxi men at St. Zacharie. Now you can call direct through on the Northern line and have cars come in and haul the men out. My trucks and cranes I have not used, the last two years, all on account of Canadian labor. The men I worked for previously have got all Canadians.

REPRESENTATIVE SHAW. Governor Muskie, since I have been interceding for the people from my district, I have been accused of being an agitator. That is certainly furthestmost from my mind. I would like to introduce Mr. York, who mentioned a situation and have him relate as a matter of record the information he gave me.

MR. WALTER YORK, Caratunk: Governor Muskie and all concerned: I don't --

GOVERNOR MUSKIE. What is your name?

MR. YORK. Walter York of Caratunk. I don't employ any Canadian labor. I job in a small way. What I am going to say does not have anything to do with Canadian labor. Two or three years ago, four years ago, to be exact, a Canadian came into our town. I had 200 cords, to be peeled. The company I sold to, I believe, paid \$16.25. They paid the Canadian \$20 for his pulpwood. I believe that is something to do with this, but it does not seem hardly fair. He still is getting two or three dollars a cord more than I am, and there was only two or three miles separating us.

GOVERNOR MUSKIE. Any other comments or questions?

MR. LANGE. I would like to say something about what Joe brought up. In bringing up our experience with Canadian labor, I don't think there is any individual animosity. In the light in which the Canadian works, I think we agree he has been exploited. The Canadian attitude is simply a case of work, get the money, get out. He knows he is not loved. His attitude is the same toward any conservation of resources or in the sporting field. He does not have any respect for our laws. He knows he is only tolerated. I know I have had little experience with them, but looking at it in retrospect, I can understand it too.

GOVERNOR MUSKIE. Anyone else have something on his chest he would like to get off?

MR. JOSEPH MacEACHERN. I would like to say, about the unemployment checks in Jackman, practically half the population is not working. Mr. George stated there were 17 wood cutters. I wasn't referring to wood cutters. Everybody in Jackman is a wood cutter. That is all they have known. But they don't list them as wood cutters. They have a good many, they don't list at the Unemployment as wood cutters.

COMMISSIONER JAMES GEROGE SR., Employment Security Commission: May I say, the manager of the Skowhegan office on February 16th said the file showed they had

COMMISSIONER GEORGE (Continued): 17 workers filing claims for benefits coded or classified as woods workers, covering the entire field of woods workers.

GOVERNOR MUSKIE. Is there anything anyone else can contribute toward this?

MR. MACEACHERN. Possibly there is a lot of us that would not come under the unemployment insurance, that could not be classified as woods workers. I think there are more than 17, right here. I don't think any of us are drawing unemployment compensation. Probably some of us are paying into it.

COMMISSIONER GEORGE. You are an employer, Mr. MacEachern?

MR. MACEACHERN. Yes.

COMMISSIONER GEORGE. Subject to the Maine Employment Security Law. As a subject employer, therefore you never would be eligible to draw unemployment benefits.

GOVERNOR MUSKIE. I think the point being made is, the Employment Security Commission files don't necessarily reflect the full impact of Canadian labor on the Jackman area. Anyone have anything else?

MR. SHAW. Governor Muskie, I would like to direct a question, a suggestion, to the Employment Security Commission. I have been asked the question as to how this particular "Job Classifications and Definitions of Woods Occupations" booklet is arranged? Are these classifications set forth on the basis of need?

(For sample of booklet, see Appendix, following transcript, page iv.)

COMMISSIONER GEORGE. Is that directed to me? May I refer it to Mr. Fortier, our Chairman?

MR. L. C. FORTIER, Chairman, Employment Security Commission: Your Excellency, Mr. Shaw, as far as that booklet is concerned, it is compiled by the Commission and the woods operators. Those are several classifications, broken down into job descriptions, which are used on woods operations. In some areas they don't use all of them, but in most areas they are used by the operators.

MR. SHAW. It does indicate there are a good many semi-skilled and skilled jobs.

MR. FORTIER. Oh, unquestionably.

MR. SHAW. I notice this was issued, the revision as of October, 1951.

At that time there were classifications prevailing for operators of heavy equipment, clerks, scalers, which I would assume were skilled or semiskilled.

CHAIRMAN FORTIER. That is true. In the Bangor area in the different classifications in which there are Canadians working, these jobs were available: blacksmith, bull cook, bulldozer operator, chopper or pulpwood cutter, clerk, cook, assistant cook, cookee, crane or shovel operator, crane or shovel operator helper, feeder, foreman, assistant foreman, scaler, swamper, teamster, tractor driver, tractor driver helper, truck driver, truck driver, with truck, truck driver helper. (For sample order, see Appendix, following transcript, page v and attachments.)

MR. SHAW. In this booklet, in the classification of laborer there is a classification for every phase of labor which might be performed on a woods operation?

MR. FORTIER. That is true.

MR. SHAW. I think there is a later revision.

MR. FORTIER. I think so.

MR. JOSEPH POOLER. Do you want me to read this letter, as a matter of record?

"H. A. Bailey, Ellsworth, Maine." They are listed as white pine specialists. I would take it they were lumber dealers. It is addressed to

"Mr. Joseph Pooler
Bingham, Maine

Dear Mr. Pooler:

One of my men in northern Maine sent me a clipping dated February 8th, from the Bangor Daily News, in regard to Canadian operators crossing into Maine without any apparent restrictions. This strikes a responsive cord because the writer recently purchased some white pine on Lake Moxie and ran into the Canadian situation, not entirely along the lines of your complaint, but he found because of their cheaper labor and unrestricted trucking the Canadians are able to pay more for logs in that vicinity, offering \$5.00 to \$10.00 per M' more than the writer can pay.

It would seem to us something should be done in Washington to equalize this set-up between the two countries. I commend you in your endeavor and hope you are successful in getting some reciprocal agreement thru Congress.

MR. POOLER (Continued): "Otherwise, I can see where northern New England will be seriously affected in the long run. As a matter of fact, it is driving us farther east to find Pine stumpage which they have not gotten into as yet.

"Sincerely yours,
H. A. BAILEY -- LUMBER."

MR. SHAW. I would like to ask another question. The Department of Labor, in this booklet of categories, what is the method of revising the booklet? What do you use as a revision?

CHAIRMAN FORTIER, Employment Security Commission: How we go about it? We confer with the operators.

MR. SHAW. How large a group?

CHAIRMAN FORTIER. How many men would represent the group which would make the decision as to which categories? Some from each section, some members on the committee, which would represent the entire industry.

MR. SHAW. How many?

CHAIRMAN FORTIER. I suppose --

MR. SHAW. Could any job category be struck from the list?

CHAIRMAN FORTIER. Could we?

MR. SHAW. Yes. Do you have authority to do that?

CHAIRMAN FORTIER. Well, it is all according to what the job would be.

MR. SHAW. Let's say, any classification. Do you have authority to remove the classification from the directory?

MR. FORTIER. If the industry was willing.

MR. SHAW. Yes, sir.

MR. FORTIER. And it is agreed by representatives of the jobbers in the industry.

MR. SHAW. That's right.

COMMISSIONER GEORGE. Wouldn't that have to be done by the United States Department of Labor?

CHAIRMAN FORTIER. No.

GOVERNOR MUSKIE. Any other comment?

COMMISSIONER JOSEPH E. A. COTE, Employment Security Commission: Your Honor, I would like to say -- My name is Joe Cote. I am the employee representative on the Employment Security Commission -- I fully expected to come up here and hear that the people I represent were being abused. But I see this group is made up mostly of independent operators. I would like to have Mr. Hurley tell us what he told the Commission this afternoon about the change in restrictions as far as trucks are concerned.

MR. D. JOSEPH HURLEY. Well, some few years ago, to import trucks to haul on the highways, a Canadian driver and truck, it was necessary to get special clearance from the Department of Labor, as they did for any job that was not in the woods category. These various outfits could not find trucks enough to haul pulp or logs -- usually it was pulp -- so they filed for special permits. They were cleared with Boston and Washington before they were granted permission to bring in trucks. The trucks were admitted for a certain period of time only. Things seemed to be working out all right.

Then, a couple of years ago, they put truck drivers with trucks into the regular category of woodsmen; made it one of these jobs on the list. Since then there has been no particular restriction. When a man files an application, he puts down so many truck drivers, so many truck driver helpers, and so many truck drivers with trucks. He indicates whether or not the trucks are to be used outside the job area. These are the trucks which compete with domestic trucks during the hauling season. The trucks which are causing the most trouble are Canadian trucks, coming in empty, to haul logs with. It is agreed their prices are much lower than our people can consider, can compete with.

At the present time we have about 50 such trucks, hauling in the Jackman area. At the present time there are about 150 altogether. At one time there were probably 250, hauling. But with the laws the way they are, there is nothing we can do. The regulations say -- The State Law says Canadian trucks can come in empty, pick

MR. HURLEY (Continued): up a load. And the Quebec Law says you can go in with an empty truck, pick up a load and bring it out.

MR. POOLER. No truck can go in and load. They won't let you.

MR. HURLEY. You can go over there and get a load.

MR. POOLER. Can go get a load?

MR. HURLEY. Go, empty.

MR. POOLER. I doubt it.

MR. HURLEY. The Collector of Customs can tell you about the tax paid in.

MR. POOLER. You can -- You can go, as far as the Customs is concerned. I know somebody that did, and then somebody tipped his truck over. That means you can't go and load.

MR. HURLEY. Mr. Elwell can tell you.

MR. POOLER. If you want to know his name, it is Clifford Boivin.

MR. EDWARD ELWELL, Collector of Customs for Maine: I have been sitting here, very interested. As far as Customs is concerned, anyone can import anything, a truck, a tractor, anything, as long as he pays the duty. I am wondering if the interested parties have ever considered approaching the U. S. Tariff Commission which could and sometimes do make exceptions and restrict the importation of certain merchandise. And there would be no reason why machinery or equipment would not fall into such a category if the proponents could present their case to the Tariff Commission, supported by substantial evidence. It would seem they would take it' under advisement. That would seem to get to the root of their trouble.

If trucks, tractors, equipment, were not imported, they could not very well work. As the law is set up now, there is no restriction. As many trucks, tractors, cranes, or anything else, can be imported. If the tax assessed is paid, they can enter. We don't do anything about it. That is the way the law is set up.

I am wondering if you folks have thought of going to the Tariff Commission in Washington? The President has recently decreased the rate of duty on many types

MR. ELWELL (Continued): of merchandise. We are having a lot of complaints over various items made in Maine by Maine manufacturers and workers, which can be imported and get business away from our citizens. I believe our Congressional delegation is working with the Tariff Commission and the White House. I would think this would fall within such a category, as far as trying to limit the importing, or increasing the duty, so as to make it impossible for them to compete.

GOVERNOR MUSKIE. On the question of duty, how is that paid?

MR. ELWELL. If they bring in merchandise.

GOVERNOR MUSKIE. Every trip?

MR. ELWELL. Of course, they have an exemption, in particular, on trucks. They are assessed the duty every time they enter. But if they go out Friday and Saturday, go back to Canada over the weekend, they can come back in without paying duty providing they did not engage in commercial activity in Canada.

I personally feel many of our operators and workers are paying a considerable amount of duty. I know in Jackman it is pretty high. It is the same on trucks, tractors, trailers. Everything is brought in. As far as merchandise which is consumed in the camps, that is required to be declared, and they pay duty.

I do think, if the situation is as bad as it has been presented, I sincerely believe, these various gentlemen from Jackman and that area, they possibly should file and the Tariff Commission might consider a request.

GOVERNOR MUSKIE. Do I understand, today, on a truck, if I come in, I can go back to Canada and not pay duty when I come into Maine again?

MR. ELWELL. Not if it does not engage in commercial activity there. Suppose you come in this morning. You go back to Canada over the weekend. When you come back Monday morning, if they do not engage in commercial work in the meantime, there is no duty.

GOVERNOR MUSKIE. They just pay duty the first time they come in?

MR. ELWELL. Yes.

GOVERNOR MUSKIE. How much is the duty?

MR. ELWELL. On trucks worth less than \$1,000 -- 10%. On trucks worth over \$1,000 -- 12%. That is set by our appraiser, who is the deputy in charge.

GOVERNOR MUSKIE. Thank you, Mr. Elwell.

MR. LANGE. The idea appears to be a good one. Any tariff restriction would apply to the entire country? They couldn't be brought into the entire country?

MR. ELWELL. In general, yes, but I think it might be -- I believe they have made exceptions for various localities.

MR. HURLEY. Specific points of entry. I believe that is true.

MR. SHAW. Fundamentally our problem deals with labor, not equipment. I fear that might be restraint of trade, a field which I don't think many of us have considered. That sort of solution has many sides. It would have to go to Washington. It would appear to me, the principal restrictive possibility is through our own Department of Labor, which does classify the job categories. If there was struck from the list as not critical, truck driver, tractor operators, certainly a Canadian won't bring his truck over and use American drivers. It would be suicidal to his truck.

GOVERNOR MUSKIE. You are suggesting that the Employment Security Commission arbitrarily strike these categories out, arbitrarily, not through agreement? It appears to be a rather simple solution.

MR. SHAW. But a meeting should be called, to determine what categories could be stricken. I would like to name a few. I would think --

GOVERNOR MUSKIE. You don't mean "categories stricken." You mean, certain categories, Canadians should not be admitted for those jobs? I understood you want the jobs stricken?

MR. SHAW. Pardon me. Let's see: "Toter." That is not a craft I should say you would need a Canadian on.

GOVERNOR MUSKIE. It is a question of determining need? It isn't the line of work?

MR. SHAW. Yes. On the other hand, this is a very inclusive list. "Boatman, bull cook, cant-dog man." You see, it includes the entire field. There are, I should think, quite a few categories that could be left out from the essential categories for Canadian help, without hurting the industry. I think even representatives from the industry would cooperate to a certain extent. The transition has got to be a small, graduated, step by step program, with eventual abolition of imported labor, the goal. But a job by job arrangement would bring it down to a more sensible basis. "Tractor drivers." I should think we have sufficient tractor drivers.

The question was brought up, that woods work is seasonal. I question that situation. Woods work traditionally has been seasonal, but a different situation exists now. We can extend the falling season. Actually, any other industry, faced with the same situation, would solve it technologically. They would not tolerate the situation. We would see more pulp loaders. In other industries, they mechanize. That is a thing we should stimulate. And we do have the means, through our own Labor Department, to deal with this situation.

GOVERNOR MUSKIE. Mr. Fortier?

MR. L. C. FORTIER, Chairman, Employment Security Commission: Governor, I think, for the record, I should clarify the position of the Employment Security Commission in the importation of Canadian labor.

The industry places an order with the local employment office, setting forth the different categories which they need for proper operation. We search our files, take all those domestics who are registered and make referrals to that employer in all the categories he asks for. Some categories, we are unable to fill. Then we go to importation. First, we have a clearance procedure, whereby we clear all the local offices in Maine. Then we clear the other five New England states. If they cannot be found, we send the proper papers to the Regional Office in Boston; and they transfer them to Washington. If Washington finds none of these workers avail-

CHAIRMAN FORTIER (Continued): able in the country, they will then give us the go-ahead to import Canadians in the different categories the employer requested. I think perhaps I have made that clear. I should perhaps add that we clear with the labor organizations in the state, both the A. F. L. and the C. I. O., as to whether or not they know of anybody to fill the jobs. That is sent by the Immigration Service in Maine to George Jabar, President of the C. I. O., and Benjamin Dorsky, President of the A. F. L. The last paragraph of the letter reads:

"Kindly inform this office whether your organization has any objection to the importation. If no reply is received by _____ (date) _____, it will be assumed that there is no objection."

(For Letter, see Appendix, following this transcript, page vi.)

Subsequent to that, if there should be in any particular office in our state any woodsman make his appearance who is qualified, he is immediately referred to the job opening placed with us. He is sent to replace a Canadian. If he does not get the job, he comes back to us and makes a complaint. We talk to the employer, get his side of the story, and then mail both sides to the Immigration Service office in Boston. The Immigration investigates, to find out what is wrong.

That is what the Employment Security Commission's place is, in the importation of labor, as far as the Canadian situation is concerned.

I want to assure you, Governor, and each one of you gentlemen, it has always been the policy of the Employment Security Commission to keep domestic labor employed, as far as possible. If it is not available, if the individuals are not registered in the employment office, we have no means of referring them, other than what advertising we do in the local papers. Every time this importation process comes up, the order, here, it is continued in this way, and if I may say for the record, we have had very, very little trouble with importation of Canadian labor up to this present time.

I think Mr. Elwell explained to you, the big proposition is the Canadian truck coming in, empty, and hauling back. If he has 150 to 200 on the border, I can see where a great many American trucks are out of work, something over which we have no

CHAIRMAN FORTIER (Continued): control. We are willing to help in any way.

Mr. Lange mentions categories. They are all jobs on woods operations. It does not mean there are shortages in all of them. We would be glad to sit down with a committee, and with employers, a committee who might well go over these classifications. As I said before, and I repeat, we are particularly interested in keeping domestic labor in this country at work. Naturally. We are Americans. I hope we will continue to be so.

MR. LANGE. Governor Muskie, I would like to ask a question on that. Who follow up, keeps the records? You have no record of the jobs? All you have is the labor in your files?

CHAIRMAN FORTIER. We have an order from every employer who wants help, in one of our offices, setting forth all the categories he needs.

MR. LANGE. That would be from the jobber?

MR. FORTIER. That's right.

MR. LANGE. Not from the owner?

MR. FORTIER. What do you mean by "owner"?

MR. LANGE. Well, take any company -- Great Northern. You have an order from one of their jobbers?

MR. FORTIER. Also from the Great Northern. They operate some of their own camps.

MR. LANGE. But you have an order from the jobber?

MR. FORTIER. Yes, that's right.

MR. LANGE. Mr. Elwell, suppose a truck comes in. I understood Governor Muskie to say, they are supposed to be registered. Is that correct? Can they come in and take a load without registering, by paying the duty?

MR. ELWELL. You have two different angles there. The truck which picks up a load in Maine and takes it to another place in Maine, must be registered. The truck working on woods operations does not have to have a plate, but the duty must

MR. ELWELL (Continued): be paid. A truck that comes in, empty, to take out a load of logs, does not have to have duty paid on the truck.

MR. LANGE. No plate either?

MR. ELWELL. And he can do it daily.

MR. FORTIER. Twice a day! But he cannot unload it in Maine.

MR. LANGE. I understand -- I think the question might be answered here -- I understand, around Jackman, Canadians have come in, bought stumpage, and I understand they are stripping the land completely. Is there anything that the Forestry Commission can do about that? I don't think any of our grandchildren will ever live to see that land grown up again.

MR. A. D. NUTTING, Commissioner, Forest Service: From the standpoint of what you are speaking of, Canadians cutting over the land, we could not have any jurisdiction in the situation. We have no restrictions on how private land shall be cut. We do try to influence people, by giving advice and help to the people who ask. But we have no control.

GOVERNOR MUSKIE. There is no legislation. Any other questions?

COMMISSIONER JAMES GEORGE, SR., Employment Security Commission: To clear one thing up, if I may talk, I don't think I questioned that woods operations are seasonal. It is operated that way.

MR. SHAW. No, No. I didn't mean -- The idea is, I grant it is seasonal. My point is, there is no need for it to be seasonal. Year around jobs in the woods are quite possible, by modern methods. It might be impossible to extend the cutting season, but it might be possible to use the cutters year around on other jobs. And have labor enter only on the basis of critical need. There is the farmer who applied for help on his farm, and was refused. The decision was, he had had help for a year, and there was no longer any emergency. By that time he should have solved his problem. Do you know anything about that?

MR. GEORGE.. I don't know.

MR. SHAW. We had a case where the decision was, the emergency should have been over in a year. Here we have emergencies going on for ten years. It is allowed to repeat, the idea being, this is a seasonal business.

MR. GEORGE. You mean, the trucking proposition?

MR. SHAW. I think you can truck as soon as it is dry. The trucks are probably here for 10 months, a year.

MR. GEORGE. Every six months.

MR. SHAW. It repeats every six months?

MR. GEORGE. You check again with the Employment Security Commission, each time. It has to be filed on the basis of need, every time. A filing does not last indefinitely.

MR. WILFORD JONES. I would like to ask one more question: this gentleman stated -- I don't know his name -- He says there has been no permission granted for Canadian labor to come in, but the application has been applied for. I would like to ask: what do you think will happen to that application?

MR. CLIFFORD DOUGHTY: It goes through the same routine as Canadian woodsmen, the Federal part. If there are available Americans, then they will have the jobs.

MR. JONES. I can tell you right now: there won't be any core drillers listed with the employment office. That is what licks me.

MR. DOUGHTY. The request is referred to the employment service. They are the ones to say. They have the say. The application has been made, and outside of that, I know nothing about it. It is a good deal the same as the importation of Canadian woodsmen.

MR. JONES. I would say, the type of labor he is applying for, I know definitely he won't find in Maine. What I have, I have had to "make," myself.

GOVERNOR MUSKIE. You are the only man in the field, in Maine?

MR. JONES. That's right. But if I needed five tomorrow, I would not go to Canada to get them. I would teach them. I would take five Maine men. A core

MR. JONES (Continued): driller does not have -- Well, he needs experience; it takes time. But as far as operating the machine, any man, mechanically minded, with any intelligence, you can teach them in a month, so he can take out a core. GOVERNOR MUSKIE. It would be rather difficult to apply the routine to that situation.

MR. JONES. If someone says, "I got to have experienced core drillers," you can go through the unemployment service, through the union, and they will all say, "No, I have not got them." I tried it. They told me the same thing. I took two men who never even saw one before and taught them. When the time comes, I need two more, I will have two more. Under the situation, the way it is, my competition can import from Canada, very, very easily. A small item, go through the routine, wait a couple of months.

CHAIRMAN FORTIER. The Commission is very familiar with Mr. Jones' case. I think we sent our Supervisor down to see you?

MR. JONES. You sent your Supervisor down to see me, but he did not give me much encouragement. He gave me to understand, if the labor was available in Maine, I had nothing to worry about. But if they were not available, then they would have to be imported.

CHAIRMAN FORTIER. That is true. If we go through the clearance as I explained. Now, if the people are working for you, naturally they are working for you, and they are not registered with us. You are using them, day in and day out, so they would not be available.

MR. JONES. That's right. But none were available a year ago, and I needed two. Why don't those fellows do the same thing? Why does the Security office make it so easy to bring in Canadian help? Why don't they say, "We have some good healthy men. They don't know how to run a core drill. But if you want to take them, teach them, you can have them. They are willing to work." You will have considerable less men unemployed.

CHAIRMAN FORTIER. I appreciate your sentiments, Mr. Jones, but there are certain rules and regulations we have to go by. I heartily agree, somebody in the State of Maine should be training these individuals used in drilling. But if none are available in our records, none are available for the man who uses them, we have to go to Canada for them. Then you get a situation involving not only yourself but other operators as well.

MR. JONES. I am not trying to pick on your department.

MR. FORTIER. oh no, -- .

MR. JONES. It is just, I got a chance to holler, so I am hollering. Now I forgot what I was going to say. When that application comes in, and the man wants core drillers, it is this serious with me: don't send him Canadian help until you talk with me. If I have to buck Canadian labor, I might as well give up and salvage what I can. If you are going to let him in, provide him with equipment so he can quote prices \$1.50 less than mine, I would rather quit and keep on with well drilling, which is highly competitive, but -- thank God! -- all Maine labor.

COMMISSIONER JOSEPH E. A. COTE, Employment Security Commission: I would like to bring up another point, as to the low rate paid in the woods industry. I am a union man; proud of it. Many people assume the Employment Security Commission sets the wage rates in the woods. The word we prefer is "average rate." The employers certify to us, write to our offices, which happen to be broken down by areas, that they are paying a certain rate. They mention an hourly rate; there might be 10¢ variation each way. If an employer says he will pay that hourly rate, within that variation, there is a little leeway. It is the average of all of the employers, that sets the rates. Our local office manager sets the average rate for that locality.

MR. SHAW. Governor Muskie, at this stage of the meeting, I think I should express the appreciation of this group for your devoting your time from

MR. SHAW (Continued): the busy schedule of yourself and also the various department officials, in the various Federal and State levels. It is certainly democracy in action, in my opinion. Thank you, sir. (Applause)

GOVERNOR MUSKIE. Has every one of you had a chance to say what he came to say? Again, as I said, I have been willing to sit here because I wanted to know what was on your minds. I know something now of the problems and the obstacles. I appreciate your coming and giving me that information. I don't know what will come of it. I have listened. I have learned. If there is anything I can do, I will do my best and I know they will, all these gentlemen from the other departments. After all, we have been here three hours. Thank you for coming.

ADJOURNED.

I hereby certify the foregoing is a true and accurate transcription of my shorthand notes, taken at the above captioned meeting.

ATTEST:

Letha B. Brown,
Reporter

L e t t e r

H. A. BAILEY - LUMBER
White Pine Specialists
R. F. D. No. 1 Ellsworth, Maine

93 Salem St.
Reading, Mass.
Feb. 14, 1955

Mr. Joseph Pooler
Bingham, Maine

Dear Mr. Pooler:

One of my men in northern Maine sent me a clipping dated February 8th, from the Bangor Daily News, in regard to Canadian operators crossing into Maine without any apparent restrictions. This strikes a responsive cord because the writer recently purchased some White Pine on Lake Moxie and ran into the Canadian situation, not entirely along the lines of your complaint, but he found because of their cheaper labor and unrestricted trucking the Canadians are able to pay more for logs in that vicinity, offering \$5.00 to \$10.00 per M' more than the writer can pay.

It would seem to us something should be done in Washington to equalize this set-up between the two countries. I commend you in your endeavor and hope you are successful in getting some reciprocal agreement thru Congress. Otherwise, I can see where northern New England will be seriously affected in the long run. As a matter of fact, it is driving us farther east to find Pine stumpage which they have not gotten into as yet.

Sincerely yours,
H. A. BAILEY - LUMBER
(Signed) H. A. Bailey

HAB:L

P E T I T I O N

WE, THE UNDERSIGNED RESIDENTS OF THE STATE OF MAINE AND CITIZENS OF THE UNITED STATES OF AMERICA, HEREBY AFFIRM THAT WE ARE DESIROUS THAT THE IMPORTATION OF CANADIAN LABOR INTO THE STATE OF MAINE FOR THE PURPOSE OF WORKING IN THE WOODS AND FOREST INDUSTRIES IN ANY OCCUPATION, CONNECTION OR MANNER OF EMPLOYMENT THEREIN, BE CURTAILED, ON THE GROUNDS THAT SUCH IMPORTATION OF CANADIAN LABOR IS AGAINST THE BEST INTERESTS OF AND DETRIMENTAL TO THE WOODS AND FOREST INDUSTRIES, AND FURTHER, THAT SUCH IMPORTATION OF CANADIAN LABOR IS UNFAIR TO US, THE PEOPLE, AS A WHOLE.

(Signed) George D. Cohen, 301 French St., Bangor, Me., and 41 others.

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(Signed) Wilfred D. Ferland, Jackman, and 45 others.

P E T I T I O N

(Same wording)

(Signed) Harold Waugh, and 34 others.

P E T I T I O N

(Same wording)

(Signed by) Michael Bartley, Jackman, Me., and 37 others.

P E T I T I O N

(Same wording)

(Signed) G. W. Whitten, Rockwood, Me., and 60 others.

P E T I T I O N

(Same wording)

(Signed) Alton H. Beane, and 54 others.

P E T I T I O N

(Same wording)

(Signed) John W. Yorke, Caratunk, Maine, and 11 others.

P E T I T I O N

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(Signed) Patricia Laweryson, and 14 others.

P E T I T I O N

(Same wording)

(Signed) Earl G. Savage, Bingham, Me., and 42 others.

P E T I T I O N

(Same wording)

(Signed) Bernard E. Berry, The Forks, Maine, and 55 others.

Maine Employment Security Commission

JOB CLASSIFICATIONS AND DEFINITIONS OF
WOODS OCCUPATIONS

(For the New England States & Northern New York)

This schedule of job classifications and codes, together with their accompanying definitions of occupations usually found in woods employment, has been made possible through the joint work of a committee representing the Pulpwood and Logging Industry, Bureau of Employment Security and the Maine Employment Security Commission.

The definitions in the original schedule issued February 1, 1950, and additions thereto have been approved by the Classification Committee on Imports for the American Pulpwood Industry. An asterisk (*) identifies the definitions added under the latest revision of the schedule.

It is imperative that the uniform titles covered by the schedule be used by employers in the pulpwood and logging industry when placing orders for workers with State Employment Security local offices, and also that local office interviewers classify and refer workers in accordance with definitions established for each occupation.

BLACKSMITH
4-86.010

Must be able to shoe horses and draft animals which involves removal of old shoe, shaping hoof, heating shoe in forge and shaping it on animal, seating shoe on hoof, and nailing it securely. In most woods operations must also be able to repair and build metal and wooden equipment as needed in woods operations.

BOATMAN
4-30.310

Must be able to operate and handle bateaus, boats, and canoes in driving or floating long logs and pulpwood down rivers, streams, and lakes.

BULL COOK
2-44.10

Must be able to keep living quarters of a logging camp in a clean and orderly condition. Involves such tasks as disposing of refuse, keeping sleeping quarters neat and tidy, and seeing that an adequate supply of water and fire wood is available.

BULLDOZER OPERATOR
7-23.030

Must be able to operate a bulldozer to build and grade woods roads. Must have sufficient knowledge of bulldozer mechanics to make simple and minor adjustments and repairs. May also operate tractors as required.

CANT DOG MAN
4-30.310

Must be able to use a cant dog in woods operations and in driving or floating long logs down rivers, streams and lakes.

*CHEMICAL DEBARKED
PULP CUTTER,
STUMP PILED
6-30.140

Must be able to use cross-cut saws and other tools and equipment to cut, saw, and pile wood debarked by proper chemical solutions into specified lengths at the stump. Must also remove bark from trees or logs so chemically treated.

(1)

*CHEMICAL DEBARKED
PULP CUTTER,
YARDED
6-30.140

Must be able to use cross-cut saws and other tools and equipment to cut logs into specified lengths and to skid, twitch, or yard wood debarked by proper chemical solutions into specified lengths. Must also remove bark from trees or logs so chemically treated.

CHOPPER,
SOFTWOOD
6-30.140

Must be able to use axes, cross-cut saws, and other tools and equipment to cut standing softwood timber to long log specifications. May be required to do his own swamping and limbing.

CHOPPER,
HARDWOOD
6-30.140

Must be able to use axes, cross-cut saws, and other tools and equipment to cut standing hardwood timber to long log specifications. May be required to do his own swamping and limbing.

CHOPPER,
SOFTWOOD
CUT and SKIDDED
6-30.140

Must be able to use axes, cross-cut saws, and other tools and equipment to cut standing softwood timber to long log specifications and is responsible for skidding, twitching, or yarding the logs. May be required to do his own swamping and limbing.

CHOPPER,
HARDWOOD
CUT and SKIDDED
6-30.140

Must be able to use axes, cross-cut saws, and other tools and equipment to cut standing hardwood timber to long log specifications and is responsible for skidding, twitching, or yarding the logs. May be required to do his own swamping and limbing.

(2)

CLERK
1-05.01

Must be able to perform clerical work necessary in woods operations. Typical duties involved are: Keeping records; using typewriter, adding, and other office machines; tabulate and post data in record books; keep small set of books; and take inventories.

CLERK SCALER
6-29.010

Must be able to combine the duties of a clerk and scaler performing clerical work necessary in woods operations and to determine and measure the volume or amount of timber in logs or piled wood.

COOK
2-26.51

Must be able to plan, prepare, season, and cook foods, such as meats and vegetables for workers engaged in woods operations. Must be able to prepare and bake bread and pastry. May be required to estimate and order food-stuffs. Must be able to supervise one or more helpers.

COOK, ASSISTANT
2-26.51

Must have basic knowledge of preparing and cooking foods, including bread and pastry, for workers engaged in woods operations, working under the supervision of a COOK.

COOKEE
2-29.71

Must be able to perform various duties as assigned by COOK and ASSISTANT COOK, such as paring vegetables, carrying foodstuffs, in preparing food for workers engaged in woods operations. Must have sufficient knowledge of food preparation to act as general assistant to COOK and ASSISTANT COOK.

CRANE or SHOVEL
OPERATOR'S HELPER
8-30.10

Must have sufficient knowledge to assist a crane or shovel operator in operating and maintaining a crane or shovel in woods operations.

(3)

FEEDER
3-43.20

Must be able to take care of and feed horses and draft animals. Involves such tasks as watering animals and giving them proper feed; brushing, currying and washing the animals; treating the sick animals according to instructions; and sweeping out stalls and spreading fresh bedding straw.

FILER
7-84.230

Must be able to maintain saws in working condition using either hand or powered tools. May also be required to grind and sharpen axes.

FOREMAN
5-91.401

Must be able to take complete charge of and supervise general woods operations. Necessitates having a detailed knowledge of woods operations. Must be able to assign duties and maintain harmony among workers; keep time, production, and other records; hire and discharge employees; and assist workers as needed. Is responsible for keeping equipment in a state of good repair.

FOREMAN,
ASSISTANT
5-91.401

Works under the direction of FOREMAN in supervising general woods operations. Must have a complete knowledge of and be able to participate as needed in the activities involved in general woods operations.

MOTORBOAT
OPERATOR
7-49.101

Must be able to operate a motorboat on rivers or lakes in connection with woods operations. Must have sufficient knowledge of motorboat mechanics to make simple and minor adjustments and repairs.

(4)

OPERATOR, SHOVEL
or CRANE
5-73.210

Must be able to operate a power shovel or crane, truck, or tractor mounted, in connection with woods operations. Must have sufficient knowledge of mechanical operation of equipment to make simple and minor adjustments and repairs

PEELED PULP
CUTTER, STUMP
6-30.060

Must be able to use crosscut saws and other tools and equipment to cut, saw, peel, and pile logs into specified lengths at the stump. Must also peel bark from trees or logs.

PEELED PULP
CUTTER, YARDED
PILED
6-30.060

Must be able to use crosscut saws and other tools and equipment to cut logs into specified lengths and to skid, twitch, or yard and pile cut logs. Must also peel bark from trees or logs.

PORTABLE ROSSER
OPERATOR
8-30.10

Must be able to operate portable rossers in connection with woods operations and must have sufficient knowledge to make simple and minor adjustments and repairs to the rossers. (A rosser is a machine used to remove the bark from pulpwood.)

RIVER DRIVER
4-30.310

Must be able to drive or float long logs and pulpwood down rivers, streams, and lakes. Must be able to use such equipment as pike poles, pickaroon, and cant dogs. Is not as versatile and capable as a CANT DOG MAN or BOATMAN.

ROUGH PULP CUTTER,
STUMP PILED
6-30.060

Must be able to use crosscut saws and other tools and equipment to cut, saw, and pile logs into specified lengths at the stump.

ROUGH PULP
CUTTER, YARDED
6-30.060

Must be able to use cross-cut saws and other tools and equipment to cut logs into specified lengths and to skid, twitch, or yard and pile cut logs.

SCALER
6-29.010

Must be able to determine and measure the volume or amount of timber in logs or piled woods, using scale rules, scaling stick or tape. Keep records of measurement made. Must also be able to perform clerical duties normally involved in woods operations.

SWAMPER
8-30.10

Must be able to use axes, cross-cut saws, and other tools and equipment to clear obstructions, such as standing timber, underbrush, and fallen trees, for the construction of roads or clearing of land.

TEAMSTER,
SINGLE HORSE
7-37.100

Must be able to handle and direct a single horse in any of the activities in woods operations. Must be physically able to load and unload wood as required.

TEAMSTER,
TWO HORSE,
7-37.100

Must be able to handle and direct a team of two or more horses in any of the activities in woods operations. Must be physically able to load and unload wood as required.

TOTER
7-37.100

Must be able to handle one or more horses or draft animals in transporting supplies and equipment into and about woods operations.

TRACTOR DRIVER
7-36.510

Must be able to operate a tractor in connection with woods operations and must have sufficient knowledge of tractor mechanics to make simple and minor adjustments and repairs to the tractor.

TRACTOR DRIVER'S
HELPER
9-49.22

Must have sufficient knowledge to assist TRACTOR DRIVER in operating and maintaining a tractor in woods operations.

TRUCK DRIVER
7-36.250

Must be able to operate medium and heavy trucks in connection with woods operations and must have sufficient knowledge of truck mechanics to make simple and minor adjustments and repairs to truck. May also be required to load and unload trucks.

TRUCK DRIVER *
(With Truck)
7-36.250

Must be able to furnish and drive a medium or heavy truck suitably equipped for the transportation of pulpwood and logs in connection with woods operations. May also be required to load and unload truck.

TRUCK DRIVER'S
HELPER
9-49.22

Must have sufficient knowledge to assist TRUCK DRIVER in operating, loading and unloading and maintaining a truck in woods operations.

WOOD WORKER
5-25.230

Must be able to build and repair wooden equipment, working under the direction of a BLACKSMITH. Must be able to use broadaxes, adzes, and other woodworking hand tools.

WOODS MACHINE
MECHANIC
5-83.641
(7)

Must be able to make simple and minor repairs to woods logging equipment.

OCCUPATIONAL (CODE: 6-30,000 thru 6-30,299)
(TITLE: Timber Cutting Occupations)

NOTICE OF FILLING, CANCELLATION, OR CHANGE

1. Date March 3, 1955
2. Employer's name Various
3. Order No. Maine Consol. 14
4. Inventory Period
5. Line item on Inventory
6. Local office See attached listing of order-holding offices
(STREET ADDRESS) (CITY) (STATE)
7. This order was filled on
8. This Order was cancelled on
Inventory item
9. Make the following changes on the Order
State Inventory

From:

To:

Please remove pages of this order, revised December 28, 1954, and replace by the attached revised orders, which reflect the results of the 60 day validation of all employer orders.

Please correct the total number of job openings to read 4,895 openings.

Signature/s/ F. L. Stuber, Recruitment
(PERSON ORIGINATING)
Supervisor

March 3, 1955

BANGOR LOCAL OFFICE AREA
131 Franklin Street
Bangor, Maine

EMPLOYERS: Several (12)
LOCATION OF CAMPS: Penobscot and Piscataquis Counties
HOURS OF WORK: Production workers 54-56 hours - $1\frac{1}{2}/40$ except for seasonal exemptions
Service workers varies up to 84 hours - $1\frac{1}{2}/40$
BOARD: \$2.10 - \$2.25 per day

OPENINGS	CLASSIFICATIONS	RATES OF PAY
2	Blacksmith	@ \$1.00 per hour
5	Bull Cook	@ 75¢ per hour
2	Bulldozer Operator	@ \$1.25 per hour
173	*Chopper or Pulpwood Cutter	
1	Clerk	@ 90¢-95¢ per hour
10	Cook	@ 80¢ per hour
3	Cook Assistant	@ 75¢ per hour
12	Cooke	@ 75¢ per hour
1	Crane or Shovel Operator	@ \$1.25 per hour
1	Crane or Shovel Op. Helper	@ 85¢ per hour
5	Feeder	@ 75¢ per hour
5	Foreman	@ \$1.25 per hour
4	Foreman Assistant	@ \$1.00 per hour
1	Scaler	@ 95¢-\$1.00 per hour
53	Swamper	@ 80¢ per hour
149	Teamster	@ 85¢-\$1.00 per hour
22	Tractor Driver	@ \$1.00 per hour
16	Tractor Driver Helper	@ 80¢-\$1.00 per hour
13	Truck Driver	@ \$1.00 per hour
26	Truck Driver Helper	@ 90¢ per hour
16	Truck Driver with Truck	

520

*Chopper, Softwood	\$8.00 M	\$9.00 M cut and skidded
Chopper, Hardwood	\$9.00 M	\$12.00 M cut and skidded
Rough Pulpwood,		
Stump piled \$5.00 -	\$5.50 cord	\$5.50 cord yarded
Chemical Debarked Pulpwood	\$8.00 cord	

March 3, 1955

CALAIS LOCAL OFFICE AREA
129 Main Street
Calais, Maine

EMPLOYERS: Several (3)
LOCATION OF CAMPS: Washington County
HOURS OF WORK: Production workers 48 hours up - $1\frac{1}{2}/40$ except for seasonal exemptions
Service workers varies up to 84 hours - $1\frac{1}{2}/40$
BOARD: \$2.10 per day

OPENINGS	CLASSIFICATIONS	RATES OF PAY
5	Blacksmith	@ 90¢ - \$1.25 per hour
1	Bull Cook	@ 75¢ per hour
125	*Choppers or pulpwood cutter	
2	Cook	@ 80¢ per hour
5	Cooke	@ 75¢ per hour
1	Feeder	@ 75¢ - 85¢ per hour
2	Foreman	@ \$85.00 - \$110.00 week
2	Foreman Assistant	@ \$1.00 per hour
11	Swamper	@ 75¢ per hour
4	Truck Driver	@ \$1.00 per hour
18	Truck Driver Helper	@ 90¢ - 95¢ per hour
13	Truck Driver with truck	
1	Wood Worker	@ \$1.10 per hour

190

*Chopper Rough Pulpwood yarded \$5.50 - \$6.00 cord
Chopper, Softwood cut and skidded \$6.00 - \$8.00 M

March 3, 1955

CARIBOU LOCAL OFFICE AREA
Main Street
Caribou, Maine

EMPLOYERS: Several (12)
LOCATION OF CAMPS: Northern part of Aroostook, Washington, Piscataquis
and Penobscot Counties.
HOURS OF WORK: Production workers 48 hours up - $1\frac{1}{2}/40$ except for
seasonal exemptions
Service workers varies up to 84 hours - $1\frac{1}{2}/40$
BOARD: \$2.10 per day

OPENINGS

CLASSIFICATIONS

RATES OF PAY

1	Blacksmith	@ 85¢ per hour
1	Bull Cook	@ 75¢ per hour
4	Bulldozer Operator	@ \$1.00 per hour
24	Cant Dog Man	@ 75¢ - 80¢ per hour
325	*Chopper or Pulpwood cutter	
5	Clerk	@ 85¢ per hour
8	Cook	@ 80¢ per hour
2	Cook Assistant	@ 77¢ per hour
12	Cooke	@ 75¢ per hour
3	Feeder	@ 80¢ per hour
1	Filer	@ \$1.00 per hour
5	Foreman	@ \$1.00 per hour
2	Scaler	@ 90¢ per hour
65	Swamper	@ 80¢ per hour
147	*Teamster	
7	Tractor Driver	@ \$1.00 - \$1.25 per hr.
16	Tractor Driver Helper	@ 80¢ - 85¢ per hour
29	Truck Driver	@ 85¢ - 90¢ per hour
4	Truck Driver with truck	
29	Truck Driver Helper	@ 80¢ per hour
4	Wood Worker	@ 80¢ - \$1.00 per hour

694.

*Rough Pulpwood	\$5.50 cord yarded - \$5.00 cord stump piled
Softwood Logs	\$8.50 M yarded
Hardwood Logs	\$10.00 M yarded
Teamsters, 1 horse	85¢ per hour
Teamsters, 2 horse	85¢ per hour

SKOWHEGAN LOCAL OFFICE AREA
29 Water Street
Skowhegan, Maine

EMPLOYERS: Several (31)
LOCATION OF CAMPS: Somerset County
HOURS OF WORK: Production workers 48-54 hours per week - $1\frac{1}{2}/40$
Seasonal workers 48-56 hours per week - $1\frac{1}{2}/56$
Service workers 54-84 hours per week - $1\frac{1}{2}/40$
BOARD: \$2.00 - \$2.50 per day

OPENINGS	CLASSIFICATIONS	RATES OF PAY
11	Blacksmith	@ 90¢ - \$1.00 per hour
24	Bull Cook	@ 75¢ per hour
31	Bulldozer Operator	@ \$1.20 - \$1.30 per hour
34	Cant Dog man	@ 85¢ - 90¢ per hour
940	*Chopper or Pulpwood Cutter	
13	Clerk	@ 85¢ - 90¢ per hour
8	Clerk-Scaler	@ 95¢ - \$1.00 per hour
50	Cook	@ 80¢ - 85¢ per hour
11	Cook Assistant	@ 75¢ - 80¢ per hour
63	Cooke	@ 75¢ per hour
28	Crane or Shovel Operator	@ \$1.00 - \$1.25 per hour
16	Crane or Shovel Op. Helper	@ 90¢ per hour
11	Feeder	@ 75¢ per hour
42	Foreman	@ \$1.00 - \$1.25 per hour
17	Foreman Assistant	@ 90¢ - \$1.00 per hour
11	Scaler	@ 95¢ - \$1.00 per hour or 10¢ - 20¢ cord
210	Swamper	@ 80¢ - \$1.00 per hour
722	*Teamster	
78	Tractor Driver	@ \$1.00 - \$1.25 per hour
40	Tractor Driver Helper	@ 85¢ - \$1.00 per hour
74	Truck Driver	@ 90¢ - \$1.00 per hour
194	Truck Driver Helper	@ 75¢ - 85¢ per hour
103	Truck Driver with Truck	
22	Wood Worker	@ \$1.00 per hour
6	Woods Machine Mechanic	@ \$1.00 - \$1.25 per hour

2759

*Chopper Softwood \$6.00 - \$8.00 M Cut & Skidded \$8.00 - \$9.00 M
Chopper Hardwood \$7.40 - \$8.00 M or \$5.50 cord Cut & Skidded \$9.00-\$12.00 M
or \$6.00 - \$7.00 cord
Chopper Softwood, Cut & Yarded \$8.00 M
Chopper Hardwood, Cut & Yarded \$10.00 M
Birch Bolt Cutter, Yarded \$6.50 cord
Rough Pulp Cutter, Stump piled \$5.00 - \$5.50 cd., Cut & Yarded \$5.50 - \$6. cd.
* Teamster, 1 horse 75¢ - 85¢ per hour
Teamster, 2 horse 85¢ - \$1.00 hour
Toter 85¢ - \$1.00 hour

March 3, 1955

WILTON LOCAL OFFICE AREA
29 Main Street
Wilton, Maine

EMPLOYERS: Several (15)
LOCATION OF CAMPS: Northern Oxford and Franklin Counties
HOURS OF WORK: Production Workers 48-54 hours per week - 1 $\frac{1}{2}$ /40
BOARD: \$2.00 - \$2.25 per day

OPENINGS	CLASSIFICATIONS	RATES OF PAY
4	Blacksmith	@ \$1.10 - \$1.25 per hr.
1	Bull Cook	@ 85¢ per hour
7	Bulldozer Operator	@ \$1.25 per hour
3	Cant Dog Man	@ 85¢ - 95¢ per hour
382	*Choppers or Pulpwood Cutter	
2	Clerk	@ 85¢ - 90¢ per hour
2	Clerk-Scaler	@ 95¢ - \$1.00 per hour
7	Cook	@ 80¢ - \$1.25 per hour
4	Cooke	@ 80¢ - 88¢ per hour
5	Crane or Shovel Operator	@ \$1.00 - \$1.25 per hour
10	Crane or Shovel Op. Helper	@ 90¢ per hour
2	Feeder	@ 75¢ - 85¢ per hour
4	Foreman	@ \$1.00 - \$1.50 per hour
4	Foreman Assistant	@ \$1.00 per hour
29	Swamper	@ 85¢ - \$1.00 per hour
49	Teamster, 1 horse or 2 horses	@ 99¢ - \$1.00 per hour or \$1.50 cord
2	Tractor Driver Helper	@ 85¢ - \$1.00 per hour
13	Truck Driver	@ \$1.00 per hour
111	Truck Driver Helper	@ 90¢ per hour
91	Truck Driver with Truck	

732

*Chopper, Softwood	\$9.00 - \$11.00 M
Chopper, Hardwood	\$10.00 - \$14.00 M
Rough Pulp Cutter, Stump piled	\$5.50 - \$6.00 cord
Rough Pulp Cutter, Yarded	\$6.00 - \$7.00 cord

Conference
"Importation of Canadian Labor"
February 28, 1955

APPENDIX

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L E T T E R

UNITED STATES DEPARTMENT OF JUSTICE
Immigration and Naturalization Service
District Director
St. Albans, Vermont

VP-N-01-

Dear Sir:

There is attached copy of order filed with the State Employment Service by _____ of _____ who has submitted a petition to this office for permission to import _____ skilled Canadian woodsmen for the six months period beginning _____.

If, after review by the Regional Director, Bureau of Employment Security, U. S. Department of Labor, 18 Oliver Street, Boston 10, Massachusetts, after consultation with the appropriate State Director, it is determined that any of the wage rates indicated in the attached order are not the prevailing wage rate for the position(s) indicated, in the area of employment, the importer will be accordingly notified by the Regional Director. Importations will not be authorized until the importer has agreed to pay the prevailing wage rate.

After review, kindly inform this office whether your organization has any objection to the importation. If no reply is received by _____ it will be assumed that there is no objection.

Very truly yours,
R. E. Salisbury,
District Director - St. Albans District

By: J. W. Trudell, Acting Chief
Inspections and Examinations Branch

Att.