

GRAN. HANDLERS TO RESUME WORK

Exporters and Dock Workers Sign Contract for the Ensuing Year.

RATE EFFECTIVE JUNE 1

Schedule of Last Year Will Govern Until Then—35 Cents and 50 Cents for Overtime Is Agreed Upon.

Between June 1, 1908, and April 1, 1909, grainhandlers on Portland docks will receive 25 cents an hour for straight time and 50 cents an hour for all overtime. The old schedule of 40 cents and 60 cents will remain in effect until June 1. The men will return to work this morning. The settlement of the difficulty between the exporters and the dockworkers was effected yesterday when both sides made concessions of great importance. The meeting was held in the office of Kerr, Gifford & Co., and lasted about an hour. The employers agreed to allow the old rate until June 1 and the men allowed the 50-cent overtime rate instead of the 60-cent rate as demanded. For three weeks there has been an unsettled condition on the docks. The grainhandlers were working under a contract and the wages stood at 40 cents an hour for straight time and 60 cents an hour for all overtime. This contract expired April 1 and the workers desired a renewal. Exporters refused. Conditions on Puget Sound, where the dockworkers receive 30 cents an hour and 60 cents for overtime, were cited, but the men held out for a renewal of the old contract. At a meeting between exporters and men, propositions were offered by each. The dockworkers demanded 50 cents an hour and 50 cents for overtime. The shippers offered 35 cents an hour and 45 cents for overtime. At the end of the week the exporters went up to 50 cents an hour and 50 cents for overtime. This the men would not accept, and they quit work, pending a settlement of the difficulties. It is stated on good authority that the matter would not have settled some time ago had it not been for a number of members of the Grainhandlers' Union, who are single men, have no homes and who desired a continuation of the difficulties in order to permit them to go fishing. The wheat ships in port, loading of which has been delayed by the strike of the grainhandlers, will begin work immediately. The first one will be the Alice Marie, which has a part cargo on board. She is expected to get away for Astoria within a day or so. The Alice Marie should have been out of the way last week, but the strike of the dockworkers prevented this. The other vessels will get away by the end of the month.

DISCUSSES WAGE QUESTION

Member of Grainhandlers' Union Gives His Ideas.

PORTLAND, April 20.—(To the Editor.) I deem it my duty to give my reasons for recommending a reduction of wages at this time. The wages paid on the Sound for the same class of work is about 20 per cent less than on the Sound. There is a difference to this extent, that corporations of large interests both here and on the Sound are willing to grant 50 cents an hour more in Portland than on the Sound, acknowledging the fact that the cost of living is that much greater here. The question arises, are we paid too much in Portland for our labor or are the men on the Sound paid too little? To begin with, the grain season lasts only about seven months and our handling grain in Portland receives 40 cents per hour for a nine-hour day, and time and a half for overtime, which very seldom occurs. The products from this territory go home and rest, which any honorable man will admit he is entitled to. For his nine hours' work he receives \$4.00, or \$1.33 for his week's pay, which figures out about 50¢ per month. The season lasts about seven months, so you see the steadily employed grainhandler averages about \$100 per season. It is a pity that the remaining 100 days of the year are not made up for him. Will any fair-minded man admit he is paid too much wages? Grainhandlers here are all good American citizens and they are good citizens and are desirous of giving them an education that will enable them to stand the same chances for success as our neighbor's children. Is \$500 per year sufficient? I say no. I say it is not enough and that the men on the Sound are working too cheap, and cheap labor means degraded citizenship, which we must all endeavor to avoid. Again, Portland has a natural advantage which neither of the Sound cities enjoy—it is situated near the confluence of two fresh water rivers emptying into the Pacific Ocean, and which drain the agricultural land of three of our Western States. The products from this territory flow down these two fresh water rivers or slide on the rails to Portland, a city which all seafaring men admit to be more beneficial to a ship after a long voyage in salt water than the expense incurred by placing it in the drydock to be cleaned and painted, should it arrive in a salt-water port. That is another advantage which Portland has over the other cities. The products from this territory flow down these two fresh water rivers or slide on the rails to Portland, a city which all seafaring men admit to be more beneficial to a ship after a long voyage in salt water than the expense incurred by placing it in the drydock to be cleaned and painted, should it arrive in a salt-water port. That is another advantage which Portland has over the other cities. The products from this territory flow down these two fresh water rivers or slide on the rails to Portland, a city which all seafaring men admit to be more beneficial to a ship after a long voyage in salt water than the expense incurred by placing it in the drydock to be cleaned and painted, should it arrive in a salt-water port. That is another advantage which Portland has over the other cities.

CAPTAIN GEER HAS RESIGNED

Master of J. N. Teal Will Leave Open River Company.

Captain Archibald Geer, master of the steamer J. N. Teal, has resigned command of that craft and will leave the vessel as soon as a successor has been appointed. The action of Captain Geer is surprising to his many friends. Captain Geer left the service of the Open River Company when the old steamer Teal was wrecked. He was master of the steamer at the time she was burned, on the morning of October 21, of last year. The J. N. Teal started on the summer schedule yesterday morning. She left the dock about 10 o'clock and had on board about 100 tons of freight. At Vancouver the vessel picked up a quantity of lumber for Stevenson. The Teal will operate during the season in connection with the steamer Relief, on the

STEAMER INTELLIGENCE		
Due to Arrive.		
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LAWYERS ARGUE OVER OBJECTION

Delay Trial of Men Charged With Fraudulent Use of Mails.

WILL RESUME CASE TODAY

Arguments Made on Whether Purchase of Bogus Money, Afterward Passed as Good, is a Crime.