

WOMEN'S PAY TOO LOW SAYS REPORT

Inadequate Living Wage Received by Many in Portland Is Declaration.

LEGAL REMEDY ADVOCATED

Bill Submitted to Oregon Legislature—Report Asserts Efficiency of Employe Does Not Determine Pay.

Large numbers of women are working in Portland for less than adequate living wages, according to a report just completed by the social survey committee of the Consumers' League. This report, which takes up in detail the remuneration of women workers in many lines of employment, will be read by Father Edwin V. O'Hara, chairman of the committee, at a special meeting to be held this afternoon at 3 o'clock in room 206 Central building.

The great amount of work done in investigating the conditions among women wage workers is underfoot, and it is known that more than 3000 women were interviewed, hundreds of business houses were visited and nearly five months devoted to gathering statistics that would establish the committee in preparing the bill, which was presented recently at the State Legislature.

This act provides for the establishment of an industrial welfare commission for women and minors and for the fixing of minimum wages and hours and standard conditions of labor for such workers.

No Wage Standards Exist.

The principal conclusions reached in the report of the social survey committee are as follows:

"Each industry should provide for the livelihood of the workers employed in it. An industry which does not do so is parasitic. The well-being of society demands that wage-earning women shall not be required to subsidize from their own earnings the length of which they are employed."

"Owing to the lack of organization among women workers and the secrecy with which their wage schedules are guarded, there are absolutely no standards of wages among them. Their wages are determined for the most part by the will of the employer without reference to the length of their service on the part of the worker. This condition is radically unjust."

"The wages paid to women workers in most occupations are miserably inadequate to meet the cost of living at the lowest standards consistent with the maintenance of the health and morals of the workers. Nearly three-fifths of the women employed in industries in Portland receive less than \$10 a week, which is the minimum weekly wage that ought to be offered to any self-supporting woman wage-earner in this city."

"The present conditions of labor for women in many industries are so atrocious that they are gravely detrimental to their health; and since most women wage-earners are potential mothers, the future health of the race is menaced by these unsanitary conditions."

Millinery Apprentice Talks.

The details regarding local conditions were gathered by Miss Caroline J. Gleason. The commission contends that no girl can live decently on wages of \$10 a week, but its observation proves that a very large per cent of the women wage-earners receive much less than this.

"The lowest wage recorded in the investigation is that of a millinery apprentice receiving but \$1.50 a week, and she adds: 'In slack time I'm laid off.' Prospects for millinery wholesale houses are not very bright; \$4 a week is the stock girl's wage; \$6 for makers, and trimmers sometimes get as high as \$10 to \$15, but the seasons are short. 'How can the women eke out an existence the remainder of the time?' is asked.

Laundry workers get from \$1.25 to \$2 per day, and the women have to attend to their duties in over-heated, steam-laden atmosphere, and often under unsanitary conditions. Several laundry workers were found who earned far less than it cost them to live, 25 of them earning but \$7 a week, and 67 getting a little less than \$5.

The case of the girls employed in the 5, 10 and 15-cent stores is held to be truly pitiful. Nearly all of them are young. The beginning wage is \$4, and if a girl ever gets to the point where she makes \$6 a week she is considered very lucky by her co-workers. The wages are regulated by a certain percentage of the sales set aside for the purpose. The board of directors of these stores, the committee says, does not care whether the superintendent spends the amount on 50 or 150 girls, as long as the public is taken care of and the company gets results.

Harshness Are Recited.

One girl in a local 5, 10 and 15-cent store said: "My salary is so small that I have to work for my room and board after working ten hours in the store. Sundays I wash and iron for the people I live with. My folks cannot help me."

The wages paid in Portland factories are found, in some cases, to be startlingly small. From \$3 to \$6 a week is offered beginners in factories. Bag factories are paying \$4, candy factories \$5, and woolen mills \$6. Clothing and shoe factories offer \$1 a day, and bookbinders, which are ununionized, pay beginners \$4. Some beginners begin at 45 cents a day, which is held to be an impossible wage. Six dollars a week when the girl is learning her trade is not questioned in the report, but when a woman has to work 75 hours in a factory before she can make as high as \$12 a week, the outlook is declared not to be cheering.

In order to be accurate in her report and understand fully the conditions in the factories the investigators worked for a short time in several of the establishments.

An especial feature noted in the report is that in over 80 per cent of the larger stores the employees are not allowed to tell what wage they receive. Divulging this information, it is said, has often resulted in instant dismissal.

Legislation Declared Needed.

The investigation has proved beyond a doubt that a large majority of self-supporting women in the state are earning less than it costs them to live decently. It is said: "That many are receiving subsidiary help from their homes, which thus contribute to the profit of their employers; that those who do not receive assistance from relatives are breaking down in health from lack of proper nourishing food and comfortable lodging quarters; or are supplementing their wages by money received from lumbal living. That even in places where living wages are paid, workshops are in such unsanitary condition that immediate changes are necessary; that in certain industries hours of labor are prejudicial to the health of the workers; and that the remedying of these evils, proper legislation seems to be the only means."

Telephone girls, according to the report, in 36 per cent of the cases investigated receive under \$10 a week

FAMOUS ACTOR WILL APPEAR IN CROWNING SUCCESS OF HIS CAREER



DAVID WARFIELD.

No announcement that could be made assures more interest to theater-goers than that of the engagement of David Warfield, whom David Belasco will present at the Heilig Theater, Eleventh and Morrison streets, for an engagement of six nights, beginning tonight, and to a matinee in his newest characterization, Peter Grimm, in Mr. Belasco's latest play, "The Return of Peter Grimm."

Mr. Warfield occupies a unique position in the hearts of the public. Whatever new character he presents is known in advance to be one that will endure in the minds of theater-goers; for all his creations bear the stamp of wholesomeness and penetrating heart interest.

The character of Peter Grimm is looked upon as a success, and in both play and character the author and actor are said to have produced a masterpiece in the drama fully as absorbing, dramatic and heart-compelling as was "The Music Master."

Outside of Portland the average wage for the operators was found to be \$23.07 per month. The telephone company pays \$1 a day for apprentices who are not considered of much use for the first six weeks. After a year's work the average wage is said to be \$1.50 to \$2 a day. Beginners are given a chance to make extra money by taking "broken shifts." It is asserted that operators rarely get more than \$2 a day. The amount of the salaries of some branches of telephone work were not obtained. The Bell Telephone Company has inaugurated an eight-hour day rule. Ten hours is the average time spent by girls at most other lines of work. The nervous strain upon the operators is commented upon in the report, but the telephone company is given credit for establishing rest rooms and in supplying a good hot lunch for a small cost.

Room Rent Investigated.

In the report, the high price of room rent is fully explained, and tables given that show just how much the rooms cost and the conveniences offered in them. It is stated that the cheapest board and room is offered by a charitable boarding-house for from \$4 to \$5 a week. "Evan so," they ask, "how are the girls going to provide for laundry, doctor's bills, clothes and other necessities at the present rate of wages?"

In the department stores, according to the report, young women are earning amounts that would pay for a decent room and car fare; 35 interviewed received under \$5. Of the 207 department store workers from whom data were gathered, 28 receive above \$12 a week; 325 get more than \$12, but under \$15. The largest percentage of the girls in the big stores are getting \$10 to \$12. Wrappers are receiving from \$25 to \$30 a month. The girls who get the highest salaries are the heads of the departments.

Although the women employed in offices are the only ones who get, on the average, wages that pay living expenses under present conditions, there are many of this class who are poorly paid. Fifty-nine girls were found in the recent investigation who are getting less than \$10 a week. A salary frequently noted was \$25 a month. Stenographers start at a low rate, but competent they usually are well paid in time.

Bill Is Introduced.

The committee reports that countless incidents might be cited and dozens of tabulated statements published, and then all the story would not be told. The Consumers' League deemed that decided action was necessary, and it introduced the bill which is now being considered at Salem, and which has received the hearty endorsement of the board of governors of the Commercial Club of Portland, the Retail Merchants' Association, the Central Labor Council, the Retail Grocers' Association, the State Federation of Women's Clubs, the State Grange and many prominent persons.

Mr. Henry Russell Talbot is president of the Consumers' League, and the members of the social survey committee include Rev. K. V. O'Hara, Mrs. Millie E. Trumbull, Miss Mabel Weller, W. R. Ayer, A. E. Wood, C. F. Caulfield, Dr. C. H. Chapman, Miss Lucia B. Harriman and Mrs. Talbot. John M. Gearhart and D. Solis Cohen vouch for the legal validity of the bill that is the outgrowth of this far-reaching investigation that has made so many disclosures of conditions previously unsuspected.

Company to Pick "Goat."

A test case will be made against the Portland Railway, Light & Power Company for failing to comply with the state law requiring fenders on all its cars. Walter H. Evans, District Attorney, said yesterday that his expressed intention of arresting one of the officials of the company means that an effort will be made to determine whether failure to comply with the city ordinance which defines a certain type of fender that must be used is not a violation of the law passed by the Legislature in 1903.

Although officials of the company declare that they are equipping their cars with fenders as fast as they can get them from the manufacturers, the District Attorney has been informed that there has been unnecessary delay. He will call on the officers of the company today to learn which of them wants to be made "the goat," and suffer arrest.

Hoag cholera in Iowa has caused farmers a loss of \$12,000,000 this season.

COOS BAY BRIDGE WARMLY DEFENDED

Criticism to Proposed Railway Structure at Marshfield Is Resented.

RESIDENTS FAVOR VIADUCT

Contentions of Portland Man That Harbor Will Be Destroyed Are Scoffed at by People Who Have Millions Invested.

"Construction of a bridge across Coos Bay as recommended by Major J. F. McIndoe, is the only practicable way for the Southern Pacific to enter Marshfield and will in no way injure navigation," said Judge A. S. Hammond, of North Bend, yesterday after reading the criticism to the proposed structure expressed by W. A. Bantz, of Portland.

"To any person acquainted with conditions on Coos Bay," said Judge Hammond, "the ideas advanced by Mr. Bantz in opposition to the location of the bridge are ridiculous."

"He argues that the incoming tide always carries with it weeds and other sea deposits and that the receding tide falls to carry them out with it.

"The bridge, he contends, would form deposits of this foreign material above it and thus become a menace to navigation."

"Now we all know that an ebb tide is stronger than a flood tide, and all the water that comes in at flood passes out again at the ebb, together with all the water that meanwhile has flown into it from tributary rivers, creeks and inlets.

"Dredging disproves contention."

"It is absurd to say that the force of the undercurrent is so great that it brings the sea grass, weeds and sand into the bay and there it remains."

"There has been a great amount of dredging in Coos Bay in the last year, and at no place was there found any material that had been brought in from the sea. On the contrary, all the material dredged out was found to consist of ancient oyster shells and silt. This is the material that has been washed down from the surrounding country."

"According to Mr. Bantz, Coos Bay will be nothing but a mud flat, anyway, bridge or no bridge; then how is the bridge going to affect it? Is it going to keep the water from coming in or from going out? One might think from his statements that it is a dam that the railroad proposes to build across the bay."

The fact is, this bridge has been thoroughly discussed for years and years, and the people who live there are unanimous and enthusiastic in their selection of the accepted bridge site. They regard the bridge as a boon to the bay as enemies of Coos Bay."

Bridge to Start This Year.

Plans for the proposed bridge have been accepted by the War Department and the Southern Pacific will begin its operations within the year. The bridge across the bay will be about half a mile long and will be of solid steel construction. The draw across the channel, between Eugene and Marshfield is crossing rapidly. The bridge will be employed in driving the Schofield tunnel. It will take a year or so to finish this job. West of the tunnel the bridge is comparatively easy grading and track-laying can be completed in a short time.

E. W. Wright, who is well informed on Coos Bay matters, and who has extensive interests there, yesterday defended the bridge site in the following language:

Business Interests Have Rights.

"The concern of W. A. Bantz left the harbor of Coos Bay in a state of decay, and the construction of a bridge from North Bend to Sand Point is unwarranted. Men who have invested millions in the harbor and who are making daily use of the channel joined in the petition asking that permission to bridge the bay be granted the railroad company."

"Does it not seem strange that men like C. A. Smith, W. S. Chandler, the Simpsons and a score of others who have millions invested on Coos Bay should be satisfied with the location of the bridge and the only protest come from a Portlander, whose name does not even appear on the Coos Bay tax rolls?"

"If the Legislature of the State of Oregon should, as suggested by Mr. Bantz, take a strong stand on this bridge, it would be a great mistake. It is the duty of the Government to do as it carefully examines the situation and take the testimony of the men who are in touch with the situation. When they learn that the channel cannot be affected by the construction of the bridge."

Outside Opinion Resented.

"Coos Bay has been seriously hampered by outside influences preventing the earlier construction of the railroad, and the attempt of a Portlander to delay the matter further will not tend to promote good feeling between the two localities, which should have much in common."

"C. A. Smith, with his \$5,000,000 investment in Coos Bay mills; steamships, railroads and timber; the Simpsons, with nearly an equal amount, and a number of other Coos Bay capitalists whose investments would be valueless if Mr. Bantz's objections were well founded, let us attend to our own business, or, if we take any action in the matter, help them to get what they want, instead of hindering them."

LIBRARY CONTROL SUBJECT

East Side Club Will Discuss Contemplated Legislative Protest.

The new directors of the East Side Business Men's Club will take some action at the meeting tonight on the request of the Peninsula Improvement Club to join in a movement to change the management of the affairs of the Portland Library so that the city and county will have more voice in its affairs than at present.

When the matter was presented by W. A. Martin, of the Peninsula Club, to the East Side Business Men's Club, there was hesitation to take the matter up at all in view of the work a number of Portland's progressive citizens have done in building up the library and extending it, but the club finally agreed to take it under consideration and appoint a joint committee if it was deemed a proper subject of investigation.

Mr. Martin stated that the public has no adequate representation in the management of the affairs of the Public Library, and he contends that as a larger part of the maintenance revenue must come from the people they should have full voice in its control.

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| Victor Lye, four cans, priced only 25c | Codfish, in bricks, priced, each, only 18c |
| Kingsford's Gloss Starch, a box, at 50c | Small Prunes, four pounds for only 25c |
| Raisins, three packages, priced at 25c | Large Prunes, three pounds, only 25c |

TRAFFIC LAW AIDS

New Ordinance Serves to Relieve Congestion.

IMPROVEMENT IS EVIDENT

Captain Moore, of Police Department, Who Has Charge of Men on "Traffic Squad" Says "No Trouble Is Met."

After a week of organized experiments, Portland finds itself well satisfied with its new traffic ordinance restricting the operation, parking and speed of automobiles and other heavy vehicles using the business streets.

Captain Moore, of the police department, has charge of the "traffic squad" which has for its special duty the enforcement of the new law. He has schooled his men in the work carefully. They have handled the duty successfully.

Probably the most radical departure from the old method is that requiring a whistle with accompanying gestures by a policeman to halt before crossing congested street intersections. The officer stands in the center of the two streets and by means of a whistle with accompanying gestures of a whistle with accompanying gestures by a policeman to halt before crossing congested street intersections. The officer stands in the center of the two streets and by means of a whistle with accompanying gestures of a whistle with accompanying gestures by a policeman to halt before crossing congested street intersections.

Once in a while a driver of an auto or of a cart will misunderstand the commands of the officer and attempt to drive through the crowded corner. All the officer does in such a case is to stop him, make him turn around and await his turn—just to show him how the new rule works.

"We don't attempt to be arbitrary," said Captain Moore, yesterday. "For the first few weeks all that we want to do is to get the people to understand the new regulations. When they learn to understand them I am sure they will like them. Thus far we have had no trouble. We can't have trouble if everyone just does as the police order."

One of the most beneficial effects of the new ordinance is the house-cleaning of a wholesale street and other prominent thoroughfares where the conspicuous "No Hire" cars were wont to stand. Previous to the adoption of the new set of laws the police had frequent complaint from women and others against the chauffeurs and hangers-on who were accustomed to loaf in the cars. Some of these machines have been driven out of business altogether, while others have sought to continue their operations on the side streets where the new regulations do not apply.

Taxicab Concern Evades Rule.

One taxicab concern has an effective way of obeying the law yet not suffering any of its exactions. It keeps a machine standing within the restricted zone and another at a convenient point just outside. As long as there is a car to stand at any one spot for half an hour, the drivers change the positions of the two cars about every 25 minutes.

"We'll soon find a way of breaking up such evasion," said Captain Moore yesterday.

The long rows of private automobiles that used to line Fourth street, Alder street, Stark street and others have entirely disappeared. Travel over these streets has increased, and business men who had made many previous complaints are getting the benefits.

Heavy trucks now are not permitted to operate through certain streets of the business section except to deliver their cargoes, and this, too, has aided materially in relieving what was getting to be a serious congestion.

"Yes, the new law is a good one. There is no reason for a good citizen not liking it," said Captain Moore.

Theft Charges Faced.

After operating in Spokane for a time and working for a few days in Portland, where he aroused a series of complaints and charges of appropriating garments from the closets in room-

ing-houses, a man giving his name as Herbert S. Patton was picked up yesterday afternoon by Detectives Svenness and Moloney, and a charge of vagrancy placed against him. The prisoner's hobby and his principal visible means of support, according to the complaints made against him by various landlords, was the pawing of overcoats and other articles of clothing which he gathered from time to time in the rooming-houses at which he stopped.

SOCIAL CLUB IS PROJECTED

Laurelhurst Residents Will Meet Tonight to Discuss Plans.

The Laurelhurst Club has issued invitations to all residents and property owners of that district to attend a meeting tonight at the club office, East Thirty-ninth and East Gilliam streets, to consider the advisability of starting a social clubhouse for Laurelhurst. Four or five different locations will be suggested, and the committee will have prices on them to submit for consideration. Every resident and property-owner is invited to attend this meeting.

Plans for raising money, and all other details will be considered. No one will be asked to subscribe now, only the plans and method of procedure being discussed. Dr. J. D. Fen-ton, Charles K. Henry, Charles Ringlet, W. L. Cooper, L. H. Maxwell, H. S. McCutchan and F. E. Clements compose the committee having the clubhouse project in charge for the organization.

Malory Liner Refloated.

KEY WEST, Fla., Jan. 19. — After being ashore near Fortugas for several days, the Malory line steamer Colorado was floated last night and proceeded to Galveston.

Hotel Multnomah

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