

NEW PLAN REVISED

Private Dredging to Be Investigated by Committee.

WILLAMETTE IS SHIFTED

Portland Will Be Assigned to St. Johns Terminal Site to Dig Slip 1200 Feet From Harbor Line, Inshore.

Future dredging by the Port of Portland for private interests will be arranged for only after a committee has gone thoroughly into the details of the improvement. Application for dredging of an ordinary character will be referred to a committee that will go over the ground and in cases in which a large amount of digging or big fill is wanted it is probable the entire Commission will visit the scene.

During the past year and a half the Port of Portland has undertaken an important work in that regard, because of the establishment of new shipyards and boiler and machine works in conjunction with that industry. Because of the opportunity for Portland to take a leading part in commercial building, the Commission readily assented to do whatever was needed to make the harbor line in front of the site of the plants locate here, while since the United States went into the war it has been felt that such work should be carried on more freely than before, yet it is agreed that all projects should be investigated.

The 30-inch suction dredge Willamette was shifted yesterday to the site of the St. Johns terminal, where the Commission of Public Docks will erect an elevator, and a barge, after operations Monday. The 20-inch dredge Portland will be hauled from the upper harbor to the Albina dock Monday.

Turned for a few hours' work, then Tuesday to her place above the bridges, where she is engaged in removing material to form a turning basin. The 30-inch dredge Tualat is digging on the turning basin project as well, being stationed at present off the dock of the Columbia River Shipbuilding Corporation.

The Portland is to be assigned to the St. Johns terminal site later to dig a slip there 1200 feet from the harbor line inshore, which will be 250 feet wide. The Willamette will dredge from the harbor line in front of the site to the main channel and the material both dredges handle will be deposited on the property, the Dock Commission having arranged to provide bulkheads for retaining that.

COLUMBUS DAY IS OBSERVED
Overtime Paid Only on One Deepwaterman, to Be Loaded Today.

Columbus day was observed on the waterfront yesterday as a "regular" holiday as far as shore workers were concerned, all work being suspended except deepwatermen except aboard the Japanese tramp Genmai Maru, which is loading at the North Pacific mill and to finish today, her destination being an over-Pacific harbor. The men loading her were paid the holiday scale.

The vessel, which is being loaded with lumber for the Far East these days, is loading large sticks and will have aboard about 1,500,000 feet.

The schooner Henry K. Hall, discharging copra at the East Washington-street terminal, was to have landed her crew today, but as no work was performed yesterday she is to be finished Monday, after which she shifts down stream to work lumber. The steamer House was also closed yesterday, but otherwise there was little evidence of a holiday in a marine way.

McCORMICK FLEET ESCAPES
Shipping Board's Order Not to Embargo Vessels Under 1500 Tons.

Federal action in deciding to take over vessels of 1500 tons, deadweight capacity, instead of those of 2500 tons, as first announced, will have no effect on the McCormick service, says J. L. Criswell, general passenger agent of that line, who is in the city.

"Our vessels are under the 1500-ton class, and at the same time would not fill the requirements of the Government in cross-ocean trades, so I do not think there is any question about them remaining on the Pacific Coast," said Mr. Criswell yesterday, soon after the graphic dispatches announced the purpose of the United States Shipping board to take over larger ships from the Coast to take them from regular passenger and freight runs, steam schooners could be used northbound for mail cargo and the 3000-ton vessels have passenger accommodations that might be extended. Southbound they would continue to handle lumber."

WAR RISK RATES REDUCED

Cut on Vessel Insurance Followed by Lower Premiums on Crews.

WASHINGTON, Oct. 12.—Reduction of approximately 25 per cent in the rates by the Government in war risk insurance rates on vessels traversing the war zone was followed today by a reduction of one-third in the premium on insurances of officers and crews on such vessels.

As in the case of the previous reduction, decrease of risk was assigned by the Government as the impelling cause. The new rate which is effective immediately amounts to \$100; the old rate was 75 cents.

Reduction applies to crews of all American vessels sailing between American ports and all European ports and to African ports on the Mediterranean.

REPAIRS WILL BEGIN SOON

Steamers of Yellow Stack Line Will Undergo Overhauling.

With all steamers of the Yellow Stack line laid up pending the completion of improvements at the Oregon City locks, which will be during the fore part of November, advantage is being taken of the idle period to overhaul the fleet.

Captains A. W. Graham and A. B. Graham, of the executive staff of the line, with Capt. W. C. Nabbe, of the steamer Gramham, make up a trio of painters, having "signed on" to freshen up the flagship. Chief Engineer Charlie Hagert, of the Pomona, has worked all over the gear in the department, and the famed light-draft sternwheelers are declared to be in the best of condition to resume the Upper Willamette service.

U. S. Naval Fleet Reports.

KILBURN, from Portland for San Francisco, 20 miles north of Cape Mendocino.

BREAKWATER, from Eureka for Coos Bay, 11 miles north of Eureka.

HORACE BAXTER, from San Pedro for San Francisco, off Point Sur.

KILMATH, from San Francisco for San Pedro, 60 miles east of Point Concepcion.

JOHANNA SMITH, in tow of tug Defiance, from San Francisco for Coos Bay, four miles south of Cape Blanco.

YORREITE, from San Francisco for Puget Sound ports, five miles north of Astoria.

PENNSYLVANIA, from Tacoma for San Francisco, 57 miles north of San Francisco.

ARBITRATION BOARD IN SESSION YESTERDAY ON ISSUES OF THE STREET RAILWAY WAGE AND EIGHT-HOUR CONTROVERSY.



Members of Arbitration Board: At Left—Otto F. Hartwig, President of State Federation of Labor. At Right, Front—Thomas Roberts, of Firm of Roberts Bros. At Right, Rear—J. P. Newell, Consulting Engineer.

STRIKE BOY MEETS

Streetcar Company Heads and Labor Questioned.

REPORT EXPECTED TODAY

Awards of Arbitrators to Be Effective Monday—Testimony Is Taken in All-Day Secret Session.

With scant time allowed them to settle the controversy of platform men, barn men and other employees with the Portland Railway, Light & Power Company, the recently appointed arbitration board spent most of yesterday in secret session.

In the forenoon the board conferred with President Griffith, of the company, and with President Walker and other representatives of the street railway organization. In the afternoon E. J. Stuck, secretary of the Central Labor Council and of the State Federation of Labor, was interrogated. Late last night the board was in session.

"We have taken up the questions at issue," said a member of the board yesterday afternoon, "but up to the present have merely been hearing statements from both sides. Our time is limited, considering the magnitude of the task, but we hope to be able to make a report tomorrow."

At the close of the conference last night members of the arbitration board stated that the hearing would be returned this morning when the schedules, existing and demanded, will be closely considered. The board expects to arrive at a finding early in the afternoon, but the necessity for tabulating its findings and preparing the report will take several hours longer. A definite report will be made this evening.

Under the agreement of mediation between the carmen and the company the arbitrators are expected to report today, with the understanding that its awards will become effective Monday.

The sessions are held in absolute secrecy, and no one is admitted save for the taking of testimony. Hence, both carmen and employers admit, any prediction of the board's finding would be but mere conjecture.

Members of the arbitration board are Otto F. Hartwig, president of the State Federation of Labor, J. P. Newell, consulting engineer, and Thomas Roberts, of Roberts Bros. The sessions are being held in Mr. Roberts' private office.

LIFEBOATS ARE BEING BUILT

Pacific Plant Prepared Materially to Increase Output When Needed.

Facilities the Pacific Lifeboat Company has installed at its East Water-street plant make it possible for the completion of four lifeboats each, every week at present there are about that number a week being turned out, the rush having been lifted because of the shipyard contracts are being placed.

Both metal and wooden boats are being built and 40 are under contract now. Since the establishment of the plant recently about 20 boats have been delivered. Oak and cedar are utilized in the construction of wooden boats.

The demand is largely for metal boats for American ships, though wooden ones also are called for and they were specified by some Canadian owners who placed early contracts.

NEW YORK HARBOR MENACED

Marine Workers Demand Wage Increase and Recognition of Union.

NEW YORK, Oct. 12.—The newly organized marine workers' union of the Port of New York, in letter to the harbor craft owners threatens to "lie up every tugboat, barge, ferryboat and lighter in the harbor" unless the workers are granted a substantial wage increase by November 1.

The workers also demand recognition of the union, payment for overtime, allowance for food and 46 days off each year, with pay. W. F. Dalzell, head of a towing company, declares that the metal boats he has ordered would mean bankruptcy for many concerns.

"Many owners would have to tie up their boats," he says, "and if that is done, the Government may be called upon to keep traffic moving."

Pacific Coast Shipping Notes.

ASTORIA, Or., Oct. 12.—(Special).—The steamer Plavel sailed this afternoon for San Francisco with a hold cargo of lumber from Portland and a deck load of lumber from the Hammond mill.

The steamer Daisy Matthews finished loading lumber at Knappton this afternoon and sailed for San Francisco.

The steamer Shasta, after taking on a part cargo of lumber at Wauna, will shift tonight to Rainier and then proceed to Portland.

The steamer Beaver arrived today from San Pedro and San Francisco with a full cargo of freight and a large list of passengers for Astoria and Portland.

Carrying a cargo of lumber from Port-

FOOD WEEK IS NEXT

October 28-November 4 Set for Campaign.

BOND SALE TO BE PUSHED

Postponement of Food Conservation Week Is Made in Order Not to Interfere With Subscription to Second Liberty Loan.

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The President in his letter to the Food Administrator said that it seemed to him undesirable in "the interest of the war effort" that the food conservation campaign should be held at the same time, and he laid emphasis upon the importance of the work of enrolling the people of the Nation in food conservation.

Plans had been laid by the food administration to have its corps of 500,000 workers in the food pledge campaign assist in the flotation of the liberty bond sale in the liberty loan drive.

The President's letter to Mr. Hoover follows: "The exigencies of the Treasury have required setting the final week of the liberty loan campaign during the period of October 21 to October 28. This, I understand, brings it into the same week as the food conservation pledge campaign. It seems to me undesirable in the interest of both the capital market and the war effort that the two campaigns, therefore, I would be glad if the pledge campaign could be deferred one week, that is, until October 29 to November 4."

"In asking this alteration of the plans of yourself and your associates, should like to take this occasion to express my appreciation of the service which this additional tax on their time will impose upon the volunteers in the liberty loan drive."

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STOCKMEN TO ENTERTAIN

Clubwomen to Get "Bracing Buc-earoo Breakfast."

PRINEVILLE, Or., Oct. 12.—(Special).

Stockmen of Central Oregon will entertain the State Federation of Women's Clubs here and stage a play from real life in an arena of sand, sage, juniper and jackrabbits, followed by a bracing buccaroo breakfast Thursday October 25, from 8 to 9 A. M.

The committee on arrangements is George Russell, vice-president of Cattle and Horse Raisers' State Association; Alex. Hinson, president Mill Creek Cattle and Horsegrowers' Association; Raymond Callavan, secretary of the association; George Dixon, of the Warrenton Light, in tow of tug Tootah; for San Francisco.

TACOMA, Wash., Oct. 12.—Arrived—Steamers Davenport, from Vancouver, B. C.; Quadra, from British Columbia; Eastholm, from British Columbia; Noun, from San Francisco. Departed—Steamers Governor, Rainier and Ketchikan, for Seattle; October 11, Pennsylvania, for San Francisco.

SEATTLE, Oct. 12.—Arrived—Steamers Saginaw, towing barge Chas. Nelson, from San Francisco; Admiral Schuyler, from San Francisco; Santa Ana, from Alaska; Revere, from Alaska. Sailed—Steamers Kane, for Alaska; Governor, for San Francisco, via Vancouver, B. C.; Victoria, for Hana, Hawaii, via Alaska; schooner Northern Light, in tow of tug Tootah; for San Francisco.

SAN FRANCISCO, Oct. 12.—Sailed at noon, steamer Rose City, for San Pedro.

SALE, Or., Oct. 12.—(Special).—The Oregon-Washington Railroad & Navigation Company's operating revenues for the week of our fiscal year ending October 31, 1916, were \$18,880,253.01 and its expenses were \$13,039,848.07, according to the annual report of that road filed with the Public Service Commission today. The net revenues were \$5,840,404.94 and the net income \$2,971,752.47 after deductions from the gross income of \$5,589,642.87.

In the state of Oregon the road's operating revenues were \$12,267,944.07 and its operating expenses were \$7,860,961.73. No dividends were declared last year.

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MORE MEN NEEDED

Shortage of Labor in Many Lines Keenly Felt.

GOVERNMENT CONCERNED

Situation in Industries That Must Be Kept Going If Country Is to Go on With War Is Admitted to Be Serious.

WASHINGTON, Oct. 12.—The general shortage of labor in industries that must be kept going at top speed if the United States is to throw its whole strength into the war is giving considerable concern to Government officials studying the situation. Conditions in some parts of the country already threaten production of essential materials.

Large Government orders reaching into every branch of industry have stimulated business to an extent never before known. Coal mines are overtaxed and railroads cannot move the country's freight. Shipyards are preparing to turn out as much tonnage next year as was built in the last decade. Munitions factories are searching the country for men.

The first Army draft took large numbers of men out of essential industries, and the next, unless the present exemption policy is changed, will withdraw as many more. Officials are giving serious thought to a suggestion that many quarters that are furnishing the next draft Army exemptions be applied to industries instead of to individuals. Under the law as it now stands, there is no provision for exemption of classes.

Officials who want a general exemption policy carried out point to the experience of Great Britain, where thousands of skilled workmen who volunteered early in the war were taken from the trenches and sent back home to resume their occupations. They believe that if a general exemption policy is not enforced it will become necessary to remove men from the non-essential industries to those which must be kept running during the war.

Suggestions of conscription of labor for employment in industries have not been considered seriously, although it is likely that men may be asked to volunteer for selected work such as cutting of spruce timber in the West for the manufacture of air craft.

Working labor generally, however, officials say, will not prove susceptible as men will prefer to work as civilians at high pay and with more freedom of movement.

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