

LOGS FOR THE ASK  
INCREASE OF RATES

Three Seattle Unions Unite in Demand That Scale Be on Par With San Francisco.

STRIKE NOT CONTEMPLATED

If Demands Are Not Granted Immediate Appeal Will Be Made to National Wage Adjustment Commission.

SEATTLE, Oct. 24.—An ultimatum demanding increased wages was presented today by the Seattle waterfront workers. Three unions involved are the Stevedores' Union, No. 32-12, of the International Longshoremen's Association; the dock and warehouse truckers of the Truckers' Auxiliary to local 32-12, and the Union Lumber Handlers of the port and Checkers' Union, No. 38-36.

The demand contained in the ultimatum is that the Seattle wage scale be placed on a par with that of longshore workers at San Francisco, whose scale is said to be the highest in the United States. Employers are given until noon Thursday to reply to the ultimatum.

Strike Not Now Contemplated. Representatives of the union stated that a strike to enforce the demands of the workers is not now contemplated, but that if the ultimatum is disregarded an immediate appeal will be taken to the National Wage Adjustment Commission, which reports to the Shipping Board in controversies of the kind.

Seattle waterfront employers are now paying 50 cents an hour straight time and 90 cents an hour overtime for coastwise cargo handling; 65 cents an hour straight time and \$1 an hour overtime for handling of foreign cargoes. For dock and warehouse trucking the Seattle scale is 50 and 75 cents an hour straight time and 75 cents for overtime.

Unions Insist on Control. The San Francisco scale is 65 cents straight time and \$1 for overtime for coastwise cargo handling and 75 cents straight time and \$1.19 overtime for handling offshore cargoes.

An additional demand contained in the ultimatum is that Seattle employers should in future be required to employ unions and shall cease to maintain employment bureaus of their own, restore conditions that prevailed previous to the coastwise longshoremen's strike of last year, when the Seattle waterfront was a closed shop.

WAR VICEROY IS ACCEPTED  
Craft Is Now Berthed at Balfour-Guthrie Docks at Tacoma.

TACOMA, Wash., Oct. 24.—(Special)—The War Viceroy, built for the Curtiss Steamship Company by the Lamette Iron & Steel Works in Portland, has been accepted by the United States Shipping Board. The War Viceroy was berthed at Tacoma for her trial runs on October 15.

On her trial run over the Vashon course last week the vessel was so gently, clipping off better than a knot from her guarantee. Since then she remained berthed at the Balfour-Guthrie docks awaiting word from the Government.

SALVAGE WORK IS ABANDONED  
Boilers of Steamer Bear to Be Left on Beach During Winter.

EUREKA, Cal., Oct. 24.—(Special)—Attempts to salvage the six boilers of the steamer Bear, on the beach at Cape Mendocino, have been abandoned temporarily, and unless a substitute for the small gas schooner Owl can be found within the next few weeks the Owl will be left on the sand during the winter months. The Owl has been unable to drive the boilers through the sand.

Marine Notes. Conditions have practically returned to normal at the yard of the St. Helens Shipbuilding Company and more men are returning to work. The last of each work week is 1:15 o'clock yesterday afternoon when the steamer Beaver, Captain Rankin, entered the river from California ports and she had considerable cargo for Astoria. The vessel brought for passengers and crew in excess of 2000 tons of freight.

With the exception of the best-known shipbuilders on the Coast in past years and himself in the building game for a lengthy period, the last of each work week is one of the few experienced builders who have not called himself with new plants in Tacoma, which has been Seattle's kind. The schooner H. K. Hall, now here, has named the new plant as the Hall Shipbuilding Co.

That the turbine Yale will resume her run between San Francisco and Southern California, breaking the blossoms one by one, is a telegram received yesterday by Frank Holman, Portland agent for the Pacific Steamship Company, from the M. J. Mickel, general passenger agent. The Yale will leave the Golden Gate Tuesday, Thursday and Saturday. The last of each work week is far as San Diego. Regarding the steamer San Juan, which left Seattle on October 13, it is said all of her passenger accommodations have been reserved for the Government.

Having discharged a cargo made up of cement, plaster and lubricating oil, the McCormick steamer Cello left the main harbor for the Clark & Wilson mill yesterday afternoon and will arrive at Westport tomorrow. The steamer will be accompanied today with lumber, carried on the steamer Santa Barbara and John Anson, for California, and the steamer Annie Larsen, for an offshore destination.

Pacific Coast Shipping Notes. ASTORIA, Or., Oct. 24.—(Special)—Bringing a cargo of lumber to the Hammond mill, the steamer Beaver arrived today from San Francisco and San Diego. The steamer Beaver arrived today from San Francisco and San Diego. The steamer Beaver arrived today from San Francisco and San Diego.

The steamer schooner Johan Poulsen shifted last evening from Oak Point to Westport to complete her cargo of lumber. Bringing a part cargo of box shooks from Gray Harbor, the schooner Daisy arrived during the night to take on lumber at Kingston. The schooner will complete her cargo tomorrow evening.

Carrying a cargo of box shooks from Portland, the steamer La Primera sailed this morning for San Francisco. The steamer schooner Ryder Hanley arrived during the night from San Francisco to load lumber at Portland, Rainier and Oak Point.

The Federal inspectors of hulls and boilers were here today and inspected the steamers Beattie, Gen. Washington, W. C. Shaw and Electric.

The steamer schooner San Juan will shift this evening from Portland to the Hammond mill, where she will take on a deckload of lumber.

The tank steamer Wm. F. Herrin arrived this afternoon from California with fuel oil for Portland.

Responding to a communication received by all waterfront employers from the Longshoremen's Association, a notice was posted on all docks announcing that the employers had no agreement with the L. L. A. and had no intention of entering into one. The notice asserted that the employers were ready to discuss wage increases or working conditions with their men and all matters upon which they are unable to agree will be referred to the Shipping Board's Labor Adjustment Commission.

The steamer ship Nilsosan Maru, recently launched by Mitsui & Co. by the Sidener & Eddy Corporation, has been sold by the Japanese concern to French interests, the purchase price being \$1,000,000. The vessel was on the way.

The steamer Northwestern sailed this afternoon for Seattle with a cargo of lumber. The steamer schooner Spokane, which is soon to enter the route to Southwestern Alaskan ports, was docked today for an overhaul.

COOS BAY, Oct. 24.—(Special)—The gasoline schooner Tramp arrived at 2:30 this afternoon, bringing salmon from Coos Bay. Sailing this morning at 8:30, the gasoline schooner Della was bound for Astoria.

Colonel Zinn, of the Portland engineering office, accompanied by Captain James Pollock, of the Coast Guard, and will hold a hearing while here with arguments for opening the channel to Coos Bay. Major E. H. Dodd, of Mare Island, inspected the local radio station and departed for the south.

PORTS AND SOME CASH  
Taxes and Sale of Bonds Bring In \$126,175.75.

DREDGING HEAVY EXPENSE  
Building of New Sternwheel Towboat Awaits Expression of Opinion by Chamber of Commerce as to Advisability.

After experiencing some decidedly "lean" days financially, the main office of the Port of Portland exhibited a more cheerful atmosphere yesterday, when \$126,175.75 was received in coin.

As yet the Port Board is not "flush" by any means, the exchequer reserved for dredging operations having suffered a stringency through the unexpected amount of dredging done in the past few days. Two new machines, the Tuatila and Portland, are working with a double crew, and the Williams and Columbia have been on three shifts, so a saving is being made on the two former.

Dredging May Be Curtailed. It is expected the present maximum operations will be curtailed before the end of the year because of the shortage of funds, but it is not decided how many of the diggers will be laid off.

The bonds delivered yesterday are the last of the kind the Port has under authorization and are redeemable under the act of 1915, so the premium of \$175,750 is rated most acceptable, and it would not have surprised the Commissioners if only a part had been offered for them, they are at 6 per cent. The money will go toward the cost of a new sternwheel towboat.

Boat Building May Wait. A letter was sent to the Chamber of Commerce yesterday, asking the organization to express an opinion whether it was regarded best to proceed with building the steamer now or wait until the spring. The Chamber is at last meeting the Commission agreed to feel the public pulse in that way before taking further action.

The prospect is that the amount tentatively agreed on for the purchase of Liberty bonds, \$50,000, will be in excess of \$29,000. Assistant Secretary Doyle had found more Liberty bonds that can be apportioned, and D. C. O'Reilly, treasurer of the Committee, has telegraphed from New York that he feels the money could not be utilized for a more laudable purpose.

Collector Moore Seated. Judge Burke Ends Service as Collector of Customs for Oregon.

Collector of Customs Will Moore has been ushered into office. He took possession of the office at 10 o'clock this morning. The United States Court, and thereupon was seated, relieving Thomas C. Burke, who retires to private life. Mr. Moore succeeded to the duties of collector of customs at the Custom House at 10 o'clock this morning.

Probation Government Will Take Stocks for Medicine and Alcohol. That the Government will order all liquor seized in dry districts converted to stocks, except the pool of whisky, of which there has been much taken in raids, is the opinion of some Federal officers here. The best liquor is to be turned to stocks to handle Red Cross for medicinal purposes, and that regarded unfitted for hospital needs will be deprived of the alcohol contained and the residue destroyed.

At the Custom-House a considerable quantity of whisky is stored, being under the charge of Milton A. Miller, collector of internal revenue. Stocks seized by city and state officers may find their way to the Government as well as that taken direct by Federal agents. As yet the Custom House has received orders for forwarding the liquor, but admit they would not be surprised to be instructed any day to make such disposition of the stocks.

WAR VICEROY IS BRITISHER  
Cunard Line Takes Vessel That Exceeded Speed on Trial Trip.

Captain Roberts, elected by the Cunard interests as master of the steamer War Viceroy, formally took charge of the vessel at Seattle yesterday. It has been assigned to the Cunard line by the United States Shipping Board, though for a time it appeared as if the American Government would cling to its requisition of all tonnage under construction.

The trial trip of the War Viceroy proved most flattering to her builders, the Northwest Steel Company and William Brown & Steel Works, of this city. It made 13 1/2 knots over a measured course, one knot in excess of her guarantee.

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