

tion of the American Federation of Labor, to the effect that the emer-gency fleet corporation had changed its policy and would permit builders on the Pacific coast to pay the new scale of wages, involving an increase

The instructions received from O'Connell were that no strike is to be called in plants paying the new scale, but that a walkout is to take place wherever the new scale is not paid. As the shipyard operators agreed a month ago to pay the new scale, it is certain that no trouble will be en-countered in any of these plants. It is expected, however, that some contract shops may refuse to pay the increase of S cents, in which case these shops will be declared unfair. be employed, and no effort made to continue work on government ves-

## Guards Asked For.

Officials of the G. M. Standifer Construction corporation in Vancouver, when waited upon by a committee from the metal trades council, said Tuesday afternoon that the plant would be closed upon the declaration of the strike at midnight, and even isked the unions for a detail of men

At the plants of the Northwest Steel company and Columbia River Shipbuilding corporation, it was planned to suspend all operations on government vessels and continue work only on the vessels under contruction in these plants under pri-ste contracts.

ermission to operators to pay the new scale, however, work will pro-reed in full blast in all yards. The increase in wages will entail no ad-ditional expense to the shipping board, but will come out of the pock-cis of the operators.

This arrangement is exactly what wilders, labor unions and shipping oard representatives, it was under-tood that the builders were to pay the increase in wages without asdistance from the Emergency Fleet

One large stee the Standifer yard at Vancouver, was to have been closed, the force of workmen in two other steel yards, thuse of the Columbia River and Northwest Steel companies, was to have been reduced by half, and nine vards building wooden ships for the overnment were to have been shut The wooden shipbuilding plants operating solely on government ships in p this district are: Coast Shipbuilding company, Supple-Ballin Shipbuilding corporation, Peninsula Shipbuilding company, Grant Smith-Porter Ship-building company (operating a small force of men on shipping board ves sels in the Port of Portland drydock) G. M. Standifer Construction corporation at Vancouver, Wilson Shipbuild ing company and George Rodgers Shipbuilding company at Astoria, the Pacific Marine iron works in Portland and the Astoria Marine iron works. The last two plants named are occunied only with outfitting shipping

affected by the strike, numerous contract shops throughout Portland and the Columbia river district would have been forced to close.

The publicity committee of the metal trades council, consisting of C. F. Kendrigan, H. A. Stewart and R. A. McGinnis, estimated yesterday afternoon that from 20,000 to 25,000 men would be thrown out of work in this district alone. The membership of the affiliated unions of the metal trades council of Portland and vi-einity according to the committee, is between 10,000 and 11,000. From 10,000 to 15,000 non-union workers, according to their estimate, would have been forced out through the losing of shops.



BURGLARS STRIP NOB HILL HOUSE OF \$1000 BOOTY.

O. M. Clark Family Returns to Find Dwelling Ransacked; Rob-

bers Eat and Drink at House.

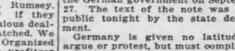
Jewelry, silverware, cut glass and y \$1000 were stolen last month from the home of O. M. Clark, president of the Clark & Wilson Lumber company,

basement were pried open and the contents sampled. The intruders dis-covered a supply of liquor and evi-dentity drank enough to intoxicate themselves, for they later retired to a bedroom and lay down in twin beds, where they smoked cigarettes and drank more, throwing the bottles around the room. They removed a Knights Templar uniform which Mr. Clark had packed in a suitcase, danced on the cap, filled the suitcase with loot, and de-

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2

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3

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3

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