CUT IN PRODUCTION

Workers Said to Be but 60 Per Cent Efficient.

Be Felt Before Living Cost Problem Will Be Solved.

decreasing efficiency of labor are given as the chief reasons for the curtailment in production and the laying off of workers throughout the same time? This price slashing shows the retailers nave been makwho are willing to admit any general slacking up by manufacturers. Statements to The Oregonian show:

A critical condition in the hardware industry with thousands of menout of work.

The tribulate industry so handicap-

workers Held Inefficient.

S. H. Gardner of the American Hardware Manufacturers association, was less optimistic than any other of the business men interviewed. He saw as the cause of curtailment in production, which he says has hurtithe hardware industry, not only inadequate transportation facilities, but the unwillingness of workers to produce as in years before 1916.

"Despite double wages, workers are only 60 per cent efficient," said Mr. Gardner, "and this inefficiency will continue until the workingman feels the pinch which is bound to come with the cold weather.

"The situation in the hardware industry is critical. There has been stoppage of work all over the country. It would be difficult to say how many men employed in hardware factories are out of work, but in Cleveland 17,000 men are idle, our reports show. Just the other day one company, the name of which I cannot give out, laid off 2500 men.

Money Is Tied Up.

"The members of our association.

Work and less loading on the job.

"The best overails movement would be to wear them in productive lbaor more hours in the day. Anything less than this will bring high prices rather than stabilize business conditions. These are the reasons I do not believe the report from Milwaukee that a movement to curtail production is under way."

Charles M. Schwab indorsed the

60 per cent of immigran; are women. Every country in Europe has placed restrictions upon emigration of men. Foreign nations realize the need of preserving man power."

Fling Taken at Tax.

car manufacturers are anxious and always have been anxious to speed production. It is an open shop busi-ness and so labor is bound to be comalways have been anxious to speed production. It is an open shop business and so labor is bound to be competitive. Wages always have been high, by comparison, and only when the manufacturers have been unable to get parts or the parts makers have been unable to get raw material has been unable to get raw material has there been any let-up in production.

Profileers Are Stampeded.

The bankers went home from Washington determined to break up all these practices by curtailing or credits and refusing to renew loans on hoarded goods. Knowing of this determination, the profileers stampeded in all directions. Price cutting became the practice everywhere.

occ.000 for exports of cars and trucks going to 81 different countries bids fair to be broken this year. March exportation of sutomobiles was the biggest ever recorded.

that will rapidly restore the industrial equilibrium of the country.

ENGLISH TROOPS READY

Trucks Aid Transportation.

"Motor trucks have been utilized to move parts of all kinds and a big percentage of production is being driven to dealers over the highways. In March, 49.778 cars and trucks were driven from the factories and in April the figures went to 61.598.

"While some of the manufacturers may get back to a basis of 100 per cent, it doesn't look as though car or truck production would be within 35 per cent of normal until the rail-road altuation gets substantially bet-road altuation gets substantially bet-

25 per cent of normal until the rail-road aituation gets substantially bet-ter.

"Interviews with oil men indicate."

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"Interviews with oil men indicate that while there may be a temporary shortage of gasoline in certain sections of the country because of poor transportation facilities, gasoline is available in substantial quantities nearly everywhere. Figures show two gallons of gasoline are refined every day, or 700 gallons every year, for every motor car in use, whereas the average yearly consumption for a average yearly consumption for a motor vehicle is 250 gallons."

Garment Industry Quiet.

The women's garment industry is practically at a standstill. Less than 20 per cent of the members of the International Ladies' Garment Workers' union are employed and those only on the pay-by-the-hour basis. This time last year nearly all were employed. There is not the slightest hope that the summer's work will be

resumed actively before July 1, according to information conveyed to union officials by the manufacturers. This is largely due, the manufacturers and to the 20 and 25 per cent slashing of prices by retail stores. It is denied that a deliberate effort at curtailment of production is aimed at Manufacturers, in answer to such suggestions, said yesterday:

"What would be the purpose? We have the goods and as soon as orders come in we must fill them or go out of business."

Benjamin Schlesinger, international president of the garment workers union, said:

"I can say nothing about motives, having no definite information. But I do know that the month of May is nearly out and the season's work has not started. Hardly 26 per cent of our thousands of workers are regularly employed. We are informed that the season may not start for four or five weeks yet. This means for us a curtailment of six or seven weeks of the normal four months' activity in this industry out of every six months.

Absormal Profits Made,

Abnormal Profits Made. "Why have the retailers slashed women's garments 20 and 25 per cent. Lack of transportation facilities and if it is not because they know they

out of work.

The tinplate industry so handicapped that the canning season will find available only one-half and possibly one-quarter of the cans needed for putting up food. For this reason it is predicted farmers will not plant the usual vegetables for canning.

A dropping off of 35 per cent in motor car production.

Women's garment industry virtually at a standstill.

To offset this gloomy view leaders in iron and steel production deny any likelihood of a shutdown.

Workers Held Inchicient.

S. H. Gardner of the American have heard no reports of a curtall-have heard n

Money is Tied Up.

"The members of our association complain bitterly about transportation conditions. They cannot get raw materials to the factories and they cannot ship the finished product. Great sums of money are tied up and credit is strained. It is a very serious condition.

"One manufacturer recently told me he had \$7,000,000 worth of cans which he cannot move. So long as his money is tied up in these cans he cannot afford to manufacture more. In a case like that it is necessary to lay off workmen.

"Hardware manufacturers are from four to six months behind in their orders. In some cases they are a year behind, and all because they cannot get raw materials or get efficiency from labor.

"Also there is a woeful lack of unakilled workers. This is due largely to immigration conditions. More than 60 per cent of immigran": are women. Every country in Europe has placed under way."

Charles M. Schwab indorsed the statement of Mr. Smith made in his hearing and denied that he had

It was decided that the banks throughout the country would inaugurate a policy of curtailing loans on non-essentials, although the principle was very clearly enunciated that great care would be taken in the rationing of credits to stimulate production in sure possible was pro-Fling Taken at Tax.

Mr. Gardner took a fling at the excess profits tax, saying it takes double the capital to manufacture now that it did before the war. He also said he thought it was nonsense to blame conditions on war or presidential politics.

"The only solution of the high cost of living problem is to make the workingman feel the pinch." Mr. Gardner said in conclusion.

Alfred Reeves, general manager of the National Automobile Chamber of Commerce, had just returned from a tour of the motor car manufacturing centers when he was asked about the report that there had been or was about to be curtailment of 50 per cent in automobile production for the purpose of stabilizing industrial and labor conditions because prices had reached the peak. He said:

"Prices are fixed at the factories, and these is no profiteering in the automobile industry, less than 10 per cent being the usual profit. Motor car manufacturers are anxious and always have been anxious to speed

Profiteers Are Stampeded.

Parts Not Obtainable.

"That condition does exist at present, but not to the extent that there is or is likely to be a 50 per cent curtailment.

"However, motor car production during the last 30 days has dropped substantially, production being about 65 per cent of normal. It looks to me as though this will be the best the manufacturers can do for some time to come.

"Last year's figures of some \$110,-000,000 for exports of cars and trucks" believe it is a wholesome movement that will rapidly restore the industrial equilibrium of the country.

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GENERAL DECLINE

low efficiency or small output per unit of labor is prevalent and the difficulty of getting ekilled labor in some of the more highly developed lines of manufacture is now very con-siderable."

priced goods tend to alter in some respects the general drift of development.

"No. 4 (Cleveland)—An orderly movement back toward a more solid and substantial footing is noted, although not all business men are agreed on the outlook. Business conditions, however, are said to be fundamentally sound.

"No. 5 (Richmond)—Unrest and uncertainty in commercial fields have continued and agitation against high prices has led to some curtailment in purchasing. Collections are good.

"No. 6 (Atlanta)—The peak of high

Manufacture to Affected Duty and Cost of Living Declared Outs and transportation conditions are compared to the first property of the poet year of more. There are the second many lines of the data transportation conditions are compared to the first property of the poet year of more. There are the second many lines of the first property of the poet year of more. There are the poet of the poet year of more than the poet of the poet year of more than the poet of the poet year of more than the poet of the poet year of more than the poet of the poet year of more than the poet of the poet year of more than the poet of the poet year of more than the poet of the poet year of more than the poet of the poet year of more than the poet of the poet year of more than the poet of the poet year of more than the poet of the poet year of more than the poet of the poet year of more than the poet of the poet year of more than the poet of the poet of the poet of the poet year of more than the poet of the poet of the poet of the poet year of more than the poet of the poet of the poet of the poet year of more than the poet of t

regulations. For these reasons, I am constrained at this time to conclude that you and your associates who were relieved from district board in 1913 ought not to be saddled with the odium which has heretofore attached to your actions. I take this opportunity so to state."

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