AGAIN ON INCREASE

ROYNET Trade Expected

November Trade Expected

Nove

Eastern Trader, purchased by the Luckenbachs from the shipping board, has been renamed the Horace ch and leaves Mobile for

Action Waits on Federal Competition With Private Lines.

Elastern advices state that a pro-test lodged with the shipping board recently by the American Steamship Owners' association against a Tudorstar...
continuation of competition between Williams.... government vessels and privatelycontrolled ships in the interconstal armain armain trade was yet in the hands of Commissioner Chamberlain, Oregon's member on the shipping board, and Smalos ... that its status had not been deter mined. However, it had been re ported that the assignment of ves sels to the Nawsco line would

ous as originally made, the testants referring to the arrang was first officially aired at a me ing of steamship interests with present rate war was start

41 VESSELS TAKE LUMBER 53,541,000 Feet Leave River fo

o'clock Monday morning for the trial of Captain S. S. Dalby, who was pilot aboard the Santa Clara. The dredge, which was partly raised Tuesday, was moved from the east channel at Swan island yesterday to the Bridgeport dock, on the west side of the river, where she was allowed to rest on a short, and will be straightened up today

Tides at Astoria Today. High Water. .0.48 A. M. .-8.5 ft.]4:47 A. M. ..1.8 ft. II:49 P. M. .-7.5 ft.]5:28 P. M. ..11 ft.

PROTEST IS NOT ANSWERED Report From Mouth of Commbia River.

Port Calendar. To Arrive in Portland.

7.0	American	Same Varie	453.46
3-	Sudbury	Sharele	201600
18	Steet Engineer	Ha timore	NAS.
nd	Sinaloa	C. America	200
PL	Rose City.	. San Fran	Nov
	Adm. Goodrich	Sana Fran	New
e-	West O'Rowa	. San Fran	Nov
8-	Wm. A. McKenny.	New York	Nav
be	Admiral Evaps	San Diego	Nov
25	Nevadan	Hamburg	Nov
bs	Munaires	New York	Nov
	Deirosa	S. America.	Nov
4-	Adm. Farragut	San Diego.	Nov.
0+		From Portian	
6-	Varral	Pro-	***
ne	Vessel- Frank D. Stout	For Bear	Dat
ce	Makena	Hopolphu.	*+N0V
22	Annette Rolph	San Bucken	
t-	Plorence Luckenha	chilling	107 man
th	F. J. Luckenbach.	New York	Nov.
er	Nebraska	- Murana	way,
ine	Multnomah	Sun Pedro	× 000
	Californian	Eurane	Nov
	West Kader	Orient	Nov
	Whitaro	Now Years	None
R	Admital Goodrich.	S.F. and wa	v. Nov.
	Wm. S. McKinney.	New York	. Nov
	Rose City	San Fran	Nov
	Admiral Evans	San Diego	Nov.
or	Steel Engineer	Europe	Nov.
	Adm. Farragut	San Diego	Now

	53,541,000 Feet Leave River for	Steel Engineer Europe Nov. 13 Adm. Farragut San Diego, Nov. 15	wheat from Portland and Astoria for the	tan, 110m San Francisco.	LOS ANGELES, San Pedro for Mar-	4
	Would Donte to Many	Adm. Farragut San Diego Nov. 15	coal at the local terminals and will leave	HONGKONG, Oct. 31, - Atrived-	tinez, 86 miles from Martinez. APUS, San Pedro for Yokohama, 552	4
	World Ports in Month.	Vessels in Port.	late this afternoon.	Steamer Montague, from Portland and	miles west of San Pedro	A.
	ASTORIA, Or., Nov. 1 (Special.)	Venuel- Herth.	The steam schooner Ryder Hanify ar-	way ports.	LA PURISIMA, Martinez for Seattle	4
	-Lumber shipments by water from	Annette Rolph Mersey dock	rivel at 8:30 this morning from San	MORE WADE NOW I WAS A	642 miles from Seattle.	4
	the lower Columbia river district for	Ahaya Maru	Francisco and went to Vancouver to load	NEW YORK, Nov. 1.—Sailed—Steamer	OLEUM, Portland for San Pedro, 610	A I
	Curches hold up to the custrict for	Baron Cawdor Irving dock.	tumber.	Birmingham City, for Portland and way	miles north of San Pedro.	4
	October held up to the average, but	BenverlichTerminal No. 4.	The ship Joseph Dollar arrived at 11:40	Portal	W. F. HERRIN, Portland for San	4
	from the upper river section they	Bermuda P. F. M. Co.	today from Kobe and is to tie up here	CPISTOBAL, Oct. 31Arrived: De-	Pedro, 565 miles from Portland.	4
	showed a decrease.	The state of the s	to await a charter.	pere, from San Francisco.	W. S. PORTER, Linnton for San Pedro,	۰
	In the month 41 vessels loaded at	Californian	The motor schooner Sierra and the	The second secon	379 miles from Linuton,	а.
	the lower river mile and their com-	Challambra	steamers Willfaro and Deerfield will be	HCNGKONG, Oct. 31.—Departed: Ma-	QUINAULT, Tacoma for San Pedro, 251 miles south of Tacoma.	4
	bined cargoes were 36,104 200 test	Chillicothe Albina Marine,	due tomorrow.	nlla Maru, for Seattle.	FRANK H. BUCK, Gaviota for Linn-	A:
	of lumber. Twenty-eight vessele	Daisy Matthews St. Helens	The shortage of cars is having a seri- ous effect on the receipts of wheat at the	CDISTORAL ON ST T	ton. 282 miles from Linnton.	4
			local terminals. While from ten to 15	CRISTOBAL, Oct. 31-Departed Lewis Luckembach, for San Francisco;		A:
	California: seven vessels especime	P. J Luckecbach Terminal No. 1	carouds of grain are arriving daily from	Wil.polo, for San Pedro.	San Francisco, 430 miles north of San	4
	7.980,414 feet are en route to foreign ports, while three vessels with	Plo. Luckenhach Terminal No. L.	the producing sections, the buik of the		Francisco.	4
	norts while three vestels	Frank D. Stout Columbia City.	cars are flats and gondolas with only an	SAN PEDRO, Nov. 1 Arrived -	WAPAMA, San Francisco for Redondo,	
	ports, while three vessels with 2,514,000 feet on board sailed for the		occasional boxear	Steamer George L. Olson, from Columbia	90 miles south of San Francisco.	8
	Atlantic seaboard.	K. V. Kruse West Oregon mill.	As a result the most of the wheat	river. Arrived-Steamer Dakotan, from	HAMER, San Pedro for Everett, 354 miles north of San Pedro.	4
	In the same named to see and	La Merced Port. Veg. Oil mill.	arriving is sacked, with only from one	Boston, for Puget sound and Portland; steamer Robin Gray, from Baltimore for		4
	In the same period 17,336,800 feet		to three cars of bulk grain coming each	Portland and way ports.	cisco, 2840 miles south of San Francisco.	4
	The second of the second of	ALUITHOUGH II WEST DOLE.	day from Montana. The receipts are	Lorenta and way ports.	MARGARET DOLLAR, San Francisco	A .
	THE HD-LIVER INITIAL DISKING A STREET	Nepranga - A Carrier - A Correspondence - A	expected to increase materially as soon	BALBOA, Oct 31Arrived-Steamer	for Yokohama, 1466 miles west of San	4
	total of 53.541,000 feet of lumber which left the Columbia rives in	Oregon PinePeninsula mill	as the temporary shortage of cars is eliminated.	K. I. Luckenbach, from Portland for	Francisco.	4
				Boston, Sailed-Steamer Lewis Lucken-	CUBA, San Francisco for Cristobal,	40
	cargoes during the 30 days ending	Ryder Hanify Vancouver	The export demand for flour is grad- ual y picking up and the indications for	bach, from Boston, for Puget sound and	left San Jose.	a i
	mst night.	Sir Inos. J. Lipion St. Helena	the future in shipment to the orient and	Portland,	HARTWOOD, San Francisco for Grays	Α.
		Taibu Maru Inman-Poulsen's.	Europe are the most encouraging they	CDAYS BARRON W. C. W.	Harbor, 439 miles north of San Francisco.	4
	CARRETT DAY TOUR	Wawalona St. Johns.	have been for some time.	GPAYS HARBOR, Wash., Nov. 1.—Ar- rived: Wil'solo, from Tacoma; Caoba.	COLOMBIA, New York for San Fran- cisco, 2515 miles south of San Francisco.	2
	CAPTAIN DALBYS TRIAL SET	West Cayote Drydock. West Kader Inman-Poulsen's	At present the Astoria Flouring Mills	from San Francisco.	DILWORTH, Port San Luis for Hono-	a:
		Yejin Maru North Bank.	company is working on an order for the	Sailed: Svea, for San Pedro,	lulu, 1231 miles west of Port San Lula.	4
	W	Trans-Pacific Mail.	orient, between 2500 and 3000 tons of		WEST NOTUS, San Pedro for San	8
13	Pilot of Santa Clara, Which Sank	Cosing time for the trans-Pacific	which will be shipped this month. The	SAN PEDRO, Cat., Nov. L Arrived	Francisco, 308 miles south of San Fran-	
	Decides to De Un Mary	mails at the Portland main postoffice is	The state of the s	Unimaka, from Westport via Redondo	cisco.	
	Dredge, to Be Up Monday.	as follows (one hour earlier at Station G,	smaller shipments for European coun- tries where the demand for Pacific coast	(31st); Rosalie Mahony, from Portland	ZENON, San Francisco for Hull, 270	
	Having concluded an investiga-	282 Oak street):	flour is growing, owing to the im-	(31st); motorship Charlie Watson, from	miles south of San Francisco.	2
		For Japan, China and Philippines,		San Francisco; United States transport Arctic, from San Diego; Robin Gray,	PRESIDENT TAFT, Yokohama for	48
		11:30 P. M., November 10, per steamer President Jackson, from Seattle	there.	from Baltimore; George L. Olson, from	Prancisco, 1002 illies west of San	4
	sank the Port of Portland dredge	For Australia, 7:45 P. M., November 8,		Portland; Dakotan, from Boston; Sena-	BOHEMIAN CLUB, Port San Luis for	4
	Bank the Port of Portland dredge	per steamer Tahiti, from San Francisco	COOS BAY, Or., Nov. 1 (Special.)	tor, from San Diego; Steel Mariner, from	Manila, 1493 miles west of Port San Luis.	41
	Portland shortly after midnight on	For Hawaii, 4 P. M., November 2, per	The steamer Plant arrived this after-	Mobile; Humboldt, from San Francisco;	SIERRA, San Pedro for Astoria, 685	400
	October 14, resulting in the drown-	steamer City of Los Angeles, from San	noon from Bay Point and will take a	Harvard, from San Francisco; tanker	miles north of San Pedro.	21
	ing of three of the dredge's crew,	For China, Japan and Philippines, 7:45	lumber cargo at the Cocs Bay Lumber company's dock.		* BEARPORT, Manila for San Pedro,	811
	United States Steamvessel Inspectors		The steamer Admiral Condetab days	Departed-Georgina Rolph, for San	120 miles west of San Pedro,	41
	Edwards and Wynn have fixed 9	dent Taft, from San Francisco.	here today, had not been reported as	Diego: Andrea F. Luckenbach, for San Francisco; Senator, for San Francisco;	GIMERIC, London, for San Francisco,	1
	No. of the last of	The state of the s	the second solution was	Prancisco, Senator, for San Francisco;	pay miles abuth of San Francisco, noon,	200
	000000000000000000000000000000000000000					11
		THE RESERVE OF THE PARTY OF THE				

MOUNT HOOD-ROSS ISLAND BRIDGE ROUTE PLANNED.

Makawell having left last week with lumber.

Acrong the other steamers listed to take on freight at the Astoria terminals within the coming few days are: The Katrina Lackenbach 4000 cases of salmen for Boston and New York; the Pinthane Luckenbach, 3000 cases of salmen for guif ports; Nebraskan, 3000 cases of salmen for guif ports; Nebraskan, 3000 cases of salmen for Boston and New York; the Pinthane Luckenbach, 3000 cases of salmen for Boston and New York Californian, lumber for the United Kingdom; F. J. Luckenbach, 300, 1000 fet of lumber, 300,000 lath and 4000 cases of salmen for Boston; American, oriental freight, lumber and salmen for New York and Philadelphia; Swedish steamer Lygners, lumber, lath, door atock box shooks and canned salmen for Aststralia.

The Janatices steamers listed to take the SEATTLE. Nov. I.—Salled at A. M., is teamer Robin Adair, from New York and Ness, 1000 cases of salmen for the United Kingdom; F. J. Luckenbach, 300, 1000 cases of salmen for Boston; American, oriental freight, lumber and salmen for Astralia.

The Janatices steamers listed to take the SEATTLE. Nov. I.—Salled at A. M., is teamer Robin Adair, from New York and New York; and way ports, in Portland.

SEATTLE, Nov. I.—Salled at A. M., is teamer Robin Adair, from New York and New York, in Portland.

BELLINGHAM, Wash, Nov. I.—Ar-trivial Lygnerin, from Eureka, 10 P. M., of tober 31 A. M., steamer Robin Goodfellow, for New York and Portland.

ASTORIA. Nov. I.—Salled at A. M., is teamer Robin Adair, from Eureka, 10 P. M., of tober 31 A. M., steamer Robin Goodfellow, for New York and Portland.

ASTORIA. Nov. I.—Salled at A. M., is teamer Robin Adair, from Eureka, 10 P. M., of tober 31 A. M., steamer Robin Goodfellow, for New York and Portland.

ASTORIA. Nov. I.—Salled at A. M., is teamer Robin Adair, from Eureka, 10 P. M., of tober 31 A. M., steamer Robin Goodfellow, for New York and Portland.

ASTORIA. Nov. I.—Salled at A. M., is teamer Robin Goodfellow, for New York and Way ports, the Portland.

BELLINGHAM, Wash, Nov. I.—Ar-

Australia.

The Japanese steamer Etna Maru, with buils grain from Portiand and Astoria, is taking ea 600 tons of bunker coal at the local terminals and will leave tomorrow after from for the United Kingdom.

The steamer Robin Goodfellow, with freight from Portland and various points ginian, from Philadelphia, for Puget sound and Portland. along the river, left at 8 o'clock this sound and Portland, moreing for New York via San Francisco. meeting for New York via San Francisco.

Tre Japanese steamer Etna Maru, with an interest of the United Kingdom, is taking on bunker coal at the local terminals and will leave Steamer Montague, from Portland and

morning.

The steam schooner Dalsy, which took tumber from various mill docks here, and finished at the port dock, departed for San Pedro this morning.

er Steel Seafarer, from York and way ports,

afternoon.

With 3,000,0000 feet of lumber taken from the Buchner docks, the steamer Milan Maria departed for the north this morning.

The steam schooner Dalsy, which took lumber from various mili docks here, and finished at the port dock, departed for San Francisco; Humboldt, for San Francisco; Steel Milan Maria departed for San Francisco; Humboldt, for San Francisco.

Ship Reports by Radio.

in the afternoon. The men out say lows, for Havre, via San Francisco; at they are prepared to maintain the strike for a long period and with one the employers exhibiting an unit in the strike for a long period and with one of a rift in the situation.

Pacific Coast Shipping Notes.

ANTORIA. Or., Nov 1.—(Special.)—

The Marson line steamer Lurline will be at the port terminals Saturday from Hone ulu via San Francisco. She will discharge beout 6000 cases of pineappies of greeneral carge here for the Hawalian list.

The steamer Makena of the same line will be due comorrow to lond 150.000 feet of Tumber at the terminals for Honolulu and later in the month the steamer Mahukons will come to load immber for four ty ressel of that line to wisk as to make the four ty ressel of that line to wisk as to make the four ty ressel of that line to wisk the steamer Makewak laving left last week with limber.

Aroong the other steamers listed to the search of the same port. These will make the four ty ressel of that line to wisk the steamer Mahukons will come to load immber for the same port. These will make the four ty ressel of that line to wisk the steamer Mahukons will come to load immber for the same port. These will make the four the vessel of that line to wisk the steamer Mahukons will come to load immber for the same port. These will make the four the vessel of that line to wisk the steamer Mahukons will come to load immber for the same port. These will make the four the vessel of that line to wisk the steamer Mahukons will come to load immber for the same port. These will make the four the vessel of that line to wisk the steamer Mahukons will come to load immber for the same port. These will make the four the vessel of that line to wisk the steamer Mahukons will come to load immber for the same port. These will make the four the vessel of that line to wisk the steamer Mahukons will come to load immber for the same port. These will make the four the vessel of that line to wisk the total the total the total the total the to

M. October 31. WEST FARALLON, San Pedro for Young

wES1 FARALLON, San Pedro for Yo-kohama, 403 miles from San Pedro, 8 P. M. October 31. PRESIDENT MCKINLEY, Scattle for Yokohama, 1176 miles west of Scattle, 8 P. M. October 31. PRESIDENT GRANT, Yokohama for ASTORIA, Nov. 1.—Salied at 8:25 A.
M. steamer Rohin Goodfellow, for New
York and way ports, Arrived at 7 and
left up at 3 A. M., steamer Ryder Hanify,
from San Pedro, for Vancouver, Wash.;
at 11:40 A. M., ship Joseph Dollar, from
Kobe.

S. P. M. October 31.
PRESIDENT GRANT, Yokohama for
Scattle, 2514 miles west of Seattle, 8
P. M. October 31.
WEST ISLIP, San Francisco for Sydmiles, 40 miles south of Honolulu, 8 P. M.
October 31.
WEST OROWA, Yokohama for Portland, 873 miles west of Columbia riverland, 873 miles west of Columbia river-Oct. 30.—Sailed—Steamr, from Portland, for New
yorts.

et. 30.—Sailed—British
st, from London, for Puget
land; Swedish motorship
from Christiania, for

WEST OROWA, Yokohama for Portland, 873 miles west of Columbia river,
8 P. M. October 31.

YORBA LINDA, Tokuyama for San
Pedro, 1156 miles east of Tokuyama,
1000. October 31.

FRANK G. DRUM, San Pedro for
Avon, anchored off Martinez. FRANK G. DRUM, San Pedro for Avon, anchored off Martinez.
GEORGIANA ROLPH, San Diego for San Pedro, 30 miles north of San Diego.
HARVARD, San Pedro for San Francisco, 50 miles north of San Pedro.
LOS ANGELES, San Pedro for Martinez, 86 miles from Martinez, 86 miles from Martinez.
APUS, San Pedro for Yokohama, 552 miles west of San Pedro. miles west of San Pedro.

LA PURISIMA, Martinez for Seattle, 642 miles from Seattle,

OLEUM, Portland for San Pedro, 610 Birmingham City, for Portland and way miles north of San Pedro.

W. F. HERRIN, Portland for San CPISTOBAL, Oct. 31.—Arrived: De-Pedro, 565 miles from Portland.

Pedro, 565 miles from Portland.

W. S. PORTER, Limnton for San Pedro, 279 miles from Lington. FRANK H. BUCK, Gavieta for Linn-The shortage of cars is having a serious effect on the receipts of wheat at the local terminals. While from ten to 15 Lewis Luckefbach, for San Francisco; terminals. While from ten to 15 Lewis Luckefbach, for San Francisco; San Francisco, 430 miles north of San Francisco, 430 miles north of San Francisco.

To Waterfront Employes and the Public

On September 30th, 1922, the I. L. A. Local No. 38-6, by referendum vote, 215 to 200, declined to join the I. W. W. in a waterfront strike.

The Neutral Hall Managing Committee, due to conditions set forth in our yesterday's announcement (No. 2), decided that a definite policy of employment was now absolutely necessary, both to increase and have available an efficient force of longshoremen for waterfront employment and to prevent the trouble which certain members of the I. L. A. and the I. W. W. were by that time making no attempt to conceal their united efforts to create.

The Managing Committee of the Neutral Hall, consisting of Mr. Herman Larsen (Union), Mr. Jack O'Neil (non-union) and Mr. H. S. Eaton (Employers') adopted the following rules, effective October 5th, 1922. Messrs. O'Neil and Eaton voted for the rules. Mr. Larsen was present and discussed them fully but did not vote either for or against them.

Neutral Hall Rules and Regulations Governing Employment

EFFECTIVE OCTOBER 5, 1922

During the past three months a small group of professional agitators of the radical type have been persistently attempting to stir up trouble and bring about a strike on the Portland waterfront with the idea of gaining control of all longshore work for their own selfish purposes. Such of these men as were working out of the hall were eliminated, but they and others who have not been working here are continuing, on the outside, their attempts to create dissatisfaction and trouble among the men who are working. Most of these trouble-makers are members of the l. W. W. and a few are members of the I. L. A. They conspired among themselves to call a joint strike of the I. W. W. and I. L. A., but failed. The I. W. W. had voted to strike but their leaders decided not to do so unless the I. L. A. would strike with them. By referendum vote the I. L. A. has refused to join in an I. W. W. strike, and decided to

The waterfront employers have watched all of this conspiring and plotting for three months, having decided to give the men ample time to make up their own minds whether they wanted to strike or continue at work, and now that they have decided that question the agitators, trouble-makers and men who do not want to work must get out and make room for men who do want to work, who can work and who are

capable of handling their own affairs. The basis of employment on this waterfront is efficiency and citizenship. All competent longshoremen who have been working on the Portland waterfront, and who will show that they wish to co-operate in bringing about a condition of peace and harmony, will continue to work, but those who prefer strife, ill will and industrial

warfare will no longer be tolerated.

Every man working out of this hall is entitled to, and will receive, fair treatment. Every man is urged to bring to the immediate attention of the managing committee any just grievance or complaint of unfair treatment, with the positive assurance that his grievance will be promptly investigated and any injustice corrected.

EFFECTIVE OCTOBER 5, THE FOLLOWING RULES ARE ESTABLISHED AND WILL BE ENFORCED:

1. No man known to be a member of the I. W. W. will be allowed to work out 2. Any man found agitating or attempting to create trouble will be immediately eliminated.

3. Any man found in the hall or at work in an intoxicated condition wilf be suspended for 10 days, and upon a second offense will be refused further work.

4. Any man who quits a job (except in case of sickness) without securing authority from the hall will be suspended for 10 days, and upon a second offense will be refused further work. 5. The dispatchers are held entirely responsible, and have full authority, for dispatching men to work, subject only to instructions from the managing committee as a whole, and dispatchers' orders must be carried out. Every man in the hall is presumed

to be looking for work, and any man selected for work by dispatchers who refuses to go to work, without good and sufficient reasons, will be suspended for 10 days, and upon second offense will be refused further work.

6. Stevedores' bosses are responsible for the safe and efficient conduct of the work, and have the right to direct and supervise the work, to place the shift men on

work, and nave that the tright the ship or dock, and to discharge men for incompetency, negligence or refusal to follow orders, with the understanding that there is to be no discrimination between union and non-union men, and that all men are entitled to decent treatment.

7. In order that the number of men available for work may be definitely known, and their families notified in cases of accident, all men desiring to work out of this hall must register with the dispatchers by Thursday, October 12. Applications received after that date will be passed upon by the managing committee. All competent longshoremen are eligible, excepting members of the I. W. W. Men who register with and are passed by the union dispatchers will be considered as union men and men who register with and are passed by the non-union dispatchers will be considered as non-union men in the division of the work.

8. Complaints and grievances should be reported immediately to the managing committee for investigation and adjustment.

9. The application of these rules shall always be subject to appeal to the man-

aging committee by any man and in any case. 10. The managing committee maintains the privilege of meeting with any individual, committee or group of individuals working out of this hall (whether union

or non-union) at any time and on any question of mutual interest. MANAGING COMMITTEE, NEUTRAL HALL.

Rule 1 was adopted by the Neutral Hall Managing Committee to prevent further trouble being caused by the I. W. W. on the waterfront. Certain members of the I. L. A., Local No. 38-6, joined the M. T. W., No. 510,

of the I. W. W., prior to the water-front strike last spring and at that time worked out of the I. L. A. hall. About the middle of September the M. T. W., No. 510, of the I. W. W., voted to call a strike on the Portland waterfront, but made no demands on the employers and

postponed the calling of their strike until they were able to induce the I. L. A., Local No. 38-6 to join with them. Those men have no place on the Portland waterfront. It would be impossible for the Waterfront Employers' Union of Portland or any other employers of labor to

make a settlement with them that would be sane or lasting. Rules 2, 3, 4, 5 and 6 are self-explanatory and need no further comment. Rule 7 has been referred to by certain members of the L. L. A., Local No. 38-6, as being un-American, intolerable and obnoxious and has been given as the principal reason'for calling the present strike, The adoption of this rule is in strict conformity with the basis of settlement of June 22d, published in our first announcement. It is stated therein that the "basis of employment of union and non-union labor shall be that of efficiency and good citizenship." It is not unreasonable for employers to ascertain certain information from men applying to them for work or employed by them. We consider the information desired by us is of the same impor-

tance to the welfare of the longshoremen themselves as to the employers.

The registration card in use at the Neutral Hall reads as follows:

EMPLOYMENT INFORMATION AddressTelephoneTelephone LONGSHORE QUALIFICATIONS PERSONAL QUALIFICATIONS How long have you worked as a Long- Place of Birth shoreman? Age Weight Height Special Skill (Mark "Yes" only where you Married or Single Number of Dependents..... are well qualified) Walking Boss Citizenship (Mark one) Hatch Boss Native Double Winch Driver..... Naturalized Single Winch Driver Friction Winch Driver When did you secure first papers?...... Where did you secure first papers?..... Burton Man Undeclared Boom Man in assigning work?.... Hold Man Notify in case of accident: Lumber Handler Relationship Wheat Packer General Cargo Address Telephone

On the reverse side of this card is a space provided for the recording of the different jobs to which the registrant is assigned from time to time.

Rules 8, 9 and 10 are clear in their intention to provide ways and means for any men working out of the Neutral Hall to bring before the Hall Managing Committee complaints and grievances which they may have concerning any matters whatsoever coming under the jurisdiction of the Neutral Hall or the Waterfront Employers' Union of Portland.

Tomorrow we will discuss the manner in which the present strike was called on October 13th. WATERFRONT EMPLOYERS' UNION OF PORTLAND.

No. 3. November 1st.