

ORIENTAL CARGOES AGAIN INCREASE

November Trade Expected to Be Unusually Heavy.

MANY CHARTERS FIXED

Tonnage to Be Loaded by First of Year Promises to Round Out Exceptional Period.

Leading the November oriental trade the Norwegian steamer Eric departed last night for Yokohama, Osaka and Kobe, Portland cargo being about 1,600,000 feet of lumber, and tonnage to be loaded by January 1 for the far east promises to make the closing of 1922 about the most active period of the year in that trade.

The Columbia Pacific Shipping company has chartering been secured for seven carriers to be loaded in November and December; Mitsui & Co., Ltd., the Yamashita company, the Java-Pacific line, two, and Suzuki & Co., two, while A. M. Gillespie, Inc., will have one this month, and other vessels making single voyages will load whole or part cargoes here.

Other Clearings Scheduled. The West Kader leaves Saturday with a full load and two others follow here this month—the Pawlet, November 15, and the West Cayote, November 25, while the West O'Rourke, due this week from the far east, will be turned around by December 1, the Hannawa, December 15, the West Keats, December 31, the Pawlet is chartered at Kerr Gifford & Co's Alhambra dock yesterday to start her cargo on Friday to be assigned for service from the idle fleet recently, and the West Cayote moves to the drydock from the St. Johns moorings this morning to be lifted tomorrow so a new tailshaft may be installed. The Wawaloia will come out of the dock today for general overhauling and the others on the schedule are already in the trade.

Conference Influence Foreseen. The outcome of the San Francisco meeting of the Trans-Pacific west-bound rate conference may lead to more influence to the west coast, and freight to all ports, though it apparently was the opinion of steamship operators here that the conference convened Monday that there would be little changing of the tariff.

A nominal reduction in lumber freights the last of the week may add to the volume in a measure. There is hope among exporters and operators of various lines that future business will be held privately, prospects that there will be a gain in Japanese buying early in the year.

HATTIE LUCKENBACH SOLD

Steamer, Acquired by Garcia & Diaz Interests, to Be Renamed.

Sale of the steamer Hattie Luckenbach to James F. Garcia of New York, representing the Garcia & Diaz interests, is reported from New York. She will be renamed the Primers. The steamer was previously acquired the steamer Primers and will sail in the future under the name of the Segundo. Her first voyage under the new control will be with a sugar cargo from Chapparrá, Cuba, and New York.

PROTEST IS NOT ANSWERED

Action Waits on Federal Competition With Private Lines.

Eastern advisers state that a protest lodged with the shipping board recently by the American Steamship Owners' association against a continuation of the competition between government vessels and privately controlled ships in the intercoastal trade was yet in the hands of Commissioner Charles Smith, a member of the shipping board, and that its status had not been determined. However, it had been reported that the assignment of vessels to the Navajo line would be continued.

44 VESSELS TAKE LUMBER

53,541,000 Feet Leave River for World Ports in Month.

ASTORIA, Or., Nov. 1.—(Special.)—Lumber shipments by water from the lower Columbia river district for October held up the average, but from the upper river section they showed a decrease.

CAPTAIN DALBY'S TRIAL SET

Pilot of Santa Clara, Which Sank Dredge, to Be Up Monday.

Having concluded an investigation of the Pacific Mail line steamer Santa Clara, which collided with and sank the Port of Portland dredge on October 14, resulting in the drowning of three of the dredge's crew, United States Steamship Inspector Edwards and Wynn have fixed

TRUNK ROAD APPROVED

MOUNT HOOD-ROSS ISLAND BRIDGE ROUTE PLANNED. Clackamas County Court Orders Inclusion of Old Cutoff in Market Highway Scheme.

OREGON CITY, Oct. Nov. 1.—(Special.)—Inclusion of the "devil's cutoff" which will provide practically a straight route from Mount Hood to the proposed Ross-island bridge under the Clackamas county market road program, was ordered by the county court today. The road, which lies in the Damascus and Clackamas counties, is a distance from Portland to Mount Hood by five and six miles. Its name will be changed to the Mount Hood cutoff.

Work will be started immediately on the clearing and grading of the new project. The road follows for its major portion the old "devil's cutoff," which was one of the first roads ever improved in the county, and among the initial macadam-improvements in the western part of the state.

CARGO CONGESTION LESS

Lower Level of Shed Unit at Terminal No. 1 Is Used.

Using the lower level of the original shed unit at terminal No. 1, for freight moved by river steamers in the past, for the accommodation of intercoastal cargo is being used by the commission representatives to be serving to relieve crowded conditions there this week. The Luckenbach line is the first to use the lower level, and as long as the river is at the present stage the change is regarded practicable.

DOCK WORKERS INCREASED

More Than 800 Men Now Employed in Handling Cargoes.

Listing of 863 men on the payroll yesterday, for handling cargo for 23 steamer lines, was reported by the manager of the waterfront employers' union, as the peak day since the present strike began nearly three weeks ago. Save the unusual conditions the last of September, due to speed demanded in loading heavy ships, yesterday was the busiest day since the spring period, and indications at the neutral hall at the close of the day had reached 1126.

Pacific Coast Shipping Notes

ASTORIA, Or., Nov. 1.—(Special.)—The Matson line steamer Lurline will be due at the port terminals at 11 A. M. today. She will discharge about 4000 cases of pineapples and take on between 1200 and 1500 of general cargo here for the Hawaiian islands.

Port Calendar.

Table with columns for Vessels in Port, To Depart From Portland, and Vessels in Port. Lists ship names, destinations, and dates.

SHIP REPORTS BY RADIO

By the Radio Corporation of America. (The Radio Corporation of America, in cooperation with the United States public health service and the Seaman's Church Institute, will receive requests for medical or other reports from the Pacific coast station without cost.)

CHINA, San Francisco for orient, 980 miles west of Honolulu, noon, October 31. ROYAL ARROW, Nagasaki for San Pedro, 2447 miles from San Pedro, October 31.

SEATTLE, Wash., Nov. 1.—Entry of a regular steamer company upon a regular schedule to the coast, Pacific Atlantic ports will be marked by the arrival of the steamer, the Matson line vessel, which is scheduled to reach here before her voyage for her to reach here. Marins men consider this an unusual achievement for a freight.

SEATTLE, Wash., Nov. 1.—The general petroleum corporation is to change the name of the shipping board tanker to the Lebec, it was announced at the corporation offices today.

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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 I. 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 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 continue at work.

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 of this hall.
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 will 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 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 the 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 non-union dispatchers will be considered as non-union men in the division of 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 managing 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 waterfront 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 I. L. A., Local No. 38-6, as being un-American, intolerant 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 importance to the welfare of the longshoremen themselves as to the employers.

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

Registration card form with fields for Name, Address, Telephone, and various qualifications.

EMPLOYMENT INFORMATION

Large employment information form with multiple choice options for various job types and qualifications.

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 matter in which the present strike was called on October 13th.

WATERFRONT EMPLOYERS' UNION OF PORTLAND.

No. 3, November 1st.