

FEDERAL BOARD WILL FIND SHIPYARD STRIKE CONDITION THE SAME

Little Progress Toward Settlement of Controversies Seems to Have Been Made.

MAY SIGN UP CORNFOOT

Have Possibility Said to Exist Separate Agreement With Albina Works Will Be Made.

Arrival of the federal labor adjustment board in Portland Monday will find little if any progress made locally toward settlement of the wage and closed-shop controversies between the union workers and the owners of the steel and wooden shipyards. Bare possibility some authorities say a strong probability exists that the unions may sign a separate agreement with William Cornfoot, president of the Albina Engine & Machine Works.

Indications of an agreement between Cornfoot and the Metal Trades committee did not look very favorable Saturday night, however, following a refusal of the union committee to accept the offer made by Cornfoot, current feeling was increased and making certain concessions which the labor organizations had asked.

The Metal Trades committee parted with Mr. Cornfoot last night, promising to resume the conference again today.

The breach between Cornfoot and the committee is declared to be narrowed down to a question of wages. The scale offered the men is higher than the San Francisco scale, in most instances, but is lower in some cases than the original scale demanded by the Metal Trades.

Letter Not Received

Mr. Cornfoot offers to give double time for all overtime, and agrees not to interfere with the union organization. He further agreed that he would not consider it a violation of the terms of the union men's refusal to work on "unfair" material, exception being made in cases of contracts already entered into, wherein the firm furnishing the materials is now on the "unfair" list.

Another stumbling block in the way of an agreement appears to be over a letter which Mr. Cornfoot wrote the Metal Trades council, accompanying the wage scale offer. This letter, it is claimed, was not received by the union leaders. The letter offered to abide by the decision of the federal adjustment board, and to let the men take the choice as to wages between the new scale tendered and the old scale.

The other steel shipyards, namely, the Northwest Steel company and the Columbia River Shipbuilding company, stand by their original contention for an "open shop."

Chief Johnson Optimistic

Belief that the first of the coming week would see a settlement of strike conditions at the shipyards in Portland was expressed by Chief of Police Johnson for Saturday night.

The chief said Friday 100 men returned to work at the Northwest Steel company's plant, bringing the total of workers to 10, and Saturday 100 more resumed their work. This condition, according to Chief Johnson, is evident in all the plants with a few exceptions. Men, he said, are rapidly returning to their workplaces and the outlook is encouraging for an early and amicable settlement.

Conditions in the wooden yards remain unchanged. The Supple & Ballin yards had 92 men at work Saturday.

The adjustment board is scheduled to open its Portland session at 10 o'clock Monday morning. To aid the members in solving the problems affecting wages and living conditions, the local yards have been asked to submit data on the following subjects:

Information Board Desires

Classified payroll showing number of men in each wage group and the daily wage received.

The total outlay for wages so resulting during the week preceding the present tie-up.

The increased outlay for wages should the schedule demanded by the Metal Trades Council of Seattle be granted.

The difference between June 3 and August, 1917. For: (a) Food consumed by shipyard employees, (b) clothing worn by shipyard employees, (c) household furnishings (as beds, mattresses, blankets, etc.) used by shipyard employees, (d) rents, (e) fuel.

Difference in cost of living and desirability of living in Portland for shipyard workers in Portland as compared with Seattle and San Francisco.

The supply of labor: (a) Is labor scarce? (b) Is skilled labor recruited from other localities or is it developed from unskilled labor, by using improvements, etc?

Seattle Unions to Vote

Seattle, Wash., Oct. 13.—(U. N. S.)—Members of the 14 unions affiliated with the Metal Trades council will ballot between today and Monday on the question of returning to their posts in the shipyards and contract shops pending the final settlement of the wage demands by the federal labor adjustment board. This was the decision of the council this afternoon.

CHICAGO SOX BEAT GIANTS; SCORE, 8 TO 5

(Continued From Page One)

too far, getting one across in the third. Eddie Collins, batting on the left field wall. The ball hit the bleacher wall and it was only by fast fielding that Burns was able to hold Felsch at second.

Fourth Looks Like Victory

In the fourth inning the Giants came back with the smash that looked

like victory. Bill Rariden led off with his second single of the matinee. Felsch followed with a double. Then Burns dropped a single into right field that John Collins cuffed around until Rariden scored and Felsch reached second on the double. Felsch cracked one down to Weaver which that youth promptly fumbled and Burns took third. Kauff smashed one to center and Burns scored. The double footstep of Weaver, Burns scoring. If those two runs didn't look like victory, the seventh inning did, for another giant, Ed Delahanty, doubled by Felsch and a single by Rariden.

Swede Moberg Scores Run

The American leaguers got their second run in the sixth inning. Swede Moberg, batting second, doubled. He delivered a blow to right and scored Weaver.

With one gone in the seventh, Jackson and Felsch singled in succession. Chick Gandil slammed the ball over Kauff's head in center field for a double play, Jackson on and Felsch scoring. Weaver was cut down on an infield hit, Gandil going to third. Schalk walked. Then came the play that turned the New York infield upside down.

Kerzog Misses Throw

Crafty Ray Schalk waited until Bill Rariden was ready to throw to Pitcher Saltee and calmly dashed for second base. Rariden recovered himself, suddenly shot the ball and Kerzog, off base, missed the throw. It was an easy matter for Gandil to score. Schalk took third, but was stranded. When Lynn, who was batting for Williams, fanned, the inning ended.

John Collins led off in the eighth with a single and went to second when McMullin sacrificed. Eddie Collins drove home with the winning run when he crashed a single to center. Jackson cracked a single to right, and when Robertson attempted to catch Collins, the latter snatched up the ball and threw wild to second to catch Jackson. Collins scored easily and Jackson took third, from where he scored when Felsch singled.

Back Between Out of Place

It is regarded as more than a victory for Rowland, for he has Red Russell ready to go back at the Giants in New York. Red is an excellent left-hander, but has decidedly out of place in today's club.

The edge game is likely to count for more than the two game margin the Sox previously held, for one more game is the Sox now need to catch themselves champions of the world. John McGraw, the expectation is, will hurt Burns' back at his rivals.

The showing at the Polo Grounds in New York when he opened the series there should be disconcerting to Rowland's champions, for they must play the seventh game on the Polo Grounds, probably on the day following the sixth contest. No date has yet been set for the seventh encounter.

The choice for Rowland, however, is generally undecided for he still has the pick of Faber, or Cicotte, despite their appearance today. The warm-up at the Polo Grounds Monday should be the deciding point.

Both teams left here tonight for New York, the Giants via the Michigan Central and the Sox over the New York Central.

Number of admissions to fifth game, 27,323.

Gate receipts, \$69,403.

Commissioner's share, \$6,940.30.

Each club's share, \$1,231.35.

CARMEN GET 8-HOUR DAY, HIGHER PAY

(Continued From Page One.)

ly provide means for any relief the company may require.

The findings of the board of arbitration follow:

"Portland, Or., Oct. 12, 1917.

"We, the undersigned, members of the board of arbitration appointed by the Portland Railway, Light & Power company and Local Division No. 751 of the Amalgamated Association of Street and Electric Railway Employees of America, after carefully hearing and weighing the testimony presented by both sides, scanning the reports of the public service commission and reading the findings of the public service commission rendered on the fifth day of October, 1917, and using said findings of the financial condition of the company as a basis for our consideration of the questions involved, find as follows:

"First—That the employees are entitled to a living wage.

"Second—That we agree with the public service commission that the wage paid said employees is inadequate and insufficient to meet actual living expenses during this period of unusually high prices.

"Third—That the scale of wages presently being paid to the employees in the tentative agreement submitted by the employees to the company is fair and reasonable and should be adopted. Said scale for carmen being as follows:

"For carmen in the service of the company less than one year, 33 cents per hour.

"For carmen in the employ of the company more than one year and less than two years, 40 cents per hour.

"For carmen in the employ of the company more than two years, 45 cents per hour.

"Basic Eight Hour Day Favored

"Fourth—We agree with the findings of the public service commission that the health and welfare of most of our citizens is affected by the street railway service, the present long hours of street railway employees are neither good for the men nor for the best interest of the public.

"Fifth—We agree that eight hours should constitute a working day as adopted by the federal, state and municipal governments, now prescribed on all steam railroads and in nearly all industrial occupations.

"Sixth—That in street railway operation it is impossible that all plant men should have a day's work in consecutive hours of employment. That the rush hours of traffic in the morning and evening hours, with lighter movement between, makes it necessary that the hours of employment of the plant men be spread over a period of 12 to 14 hours of the day.

"Seventh—That from and after November 15, 1917, actual working time in excess of eight and one-half hours shall be deemed overtime and paid for at the rate of one and one-half times regular pay.

"Eighth—That inasmuch as some readjustment of service will be required, within the fixing of elapsed time for which regular runs shall be completed should be determined by agreement between the association and the company on or before November 15, 1917, and thereafter become a fixed rule, but no regular runs shall require more than 14 hours and nine minutes of elapsed time.

"Ninth—With the large number of private automobiles in the city of Portland, today estimated at more than 10,000, which have retarded the growth of earnings of the company, the higher prices for material and labor, the in-

crease in charges imposed by the public and many other causes beyond the control of the company, as found in our investigation, we are fully convinced that the present revenue of the company is not sufficient to permit it to properly maintain the property, provide for its necessary depreciation, meet the expenses of operation, pay living wages and grant proper hours to the employees and also provide for interest on bonds which form a mortgage on the street railway to the extent of approximately two-thirds of the present investment in the street railway, as determined by the public service commission.

Sufficient Revenue Essential

"Tenth—That the revision of rates ordered by the public service commission on October 5, 1917, sufficient provision has not been made to meet the elements of cost set forth in paragraph ninth hereof, or to provide any return to the stockholders of the street railway or to meet the increased expenses resulting from the wage adjustment approved by this board.

"Eleventh—That the rates of fare, based upon the valuation of the street railway fixed by the public service commission, should be sufficient to enable the company to discharge the elements of cost in paragraphs ninth and tenth of these findings, including the wages and conditions for its employees approved herein and the present rates are clearly insufficient for this purpose.

Moderation Commended

"Twelfth—The agreement to arbitrate provides that the award of this board is to have no effect until June 30, 1918, with the provision, however, that the company may annul the award on January 1, 1918, and cause a new question to be re-submitted to arbitration. It is the hope of this board that fare adjustment will be made prior to said January 1, 1918, sufficient to avoid any annulment of this award.

"In conclusion we cannot commend too highly the spirit of moderation and fairness shown by the officials of the company and the officers of the union. They have dealt with every point under consideration with the most evident desire to do justice to all concerned. The proceedings have been conducted in a dignified, unselfish and disinterested manner. The men seeking better conditions and the company desiring reasonable return on investment have not forgotten the rights of the silent, but not uninterested public.

"O. P. HARTWIG.

"THOMAS ROBERTS."

Relief Held Necessary

Mr. Newell agrees with the findings of the majority of the board that the eight hour day and the wage scale should be put in experimentally, but he believes that it should be possible for this board now to provide a method for automatically increasing hours and reducing hourly rates without reducing minimum daily wage after January 1, if that course is found to be necessary because of an efficient relief afforded by the public service commission.

He agreed with the majority that it is clearly impossible to maintain fully the wage scale and hours unless additional relief is afforded by the commission. He also suggests that having automatically arranged hours and rates for the eight hour day and the wage scale should be steadily reduced until the basic eight hour day is reached. The absolute requirements of the company, including the wages of the men on a basic eight hour day should be provided for before the return allowed stockholders.

Interest on the mortgage on the property, which represents about two thirds of the value as found by the public service commission, must be paid, as well as all operating expenses and all surplus earnings should be devoted to bringing the men to the basic eight hour day. After the company's revenues have become sufficient to provide for the eight hour day on the minimum eight hour day agreed upon by the arbitrators and 6 per cent earned upon the actual value of the street railway, as fixed by the public service commission, he believes that the employees should be divided between the public, the employees and the company upon some equitable basis. He expresses no hope of any early possibility of reaching this condition.

Will Comply at Once

President Griffith of the P. R. L. & P. Co. made the following comment on the award:

"Under the terms of the agreement to arbitrate it is understood that the award of the arbitrators shall become effective on October 15, 1917. The wage scale fixed by the arbitrators will be fully effective on that date and as rapidly as possible runs of the train will be rearranged on the basis of an eight hour day. We are endeavoring in all ways to comply with the direction of the public service commission as set forth in its decision of the 8th instant, and shall make frequent reports to it covering all of our actions in accordance with its order. The public service commission has required that it be immediately acquainted with all changes in schedules and runs, and all requirement, of course, will be fully complied with to the end that changes in schedules shall be worked out with the least possible inconvenience to the public.

"We propose to operate the public service commission desires that adequate service be given the public, and that every effort be made to keep down the cost of transportation, and will cooperate to the limit of our ability. The whole question is one capable of mathematical demonstration and, based upon our knowledge of the facts and experience with the statement of the arbitrators that revenues must be increased to enable us to meet the conditions imposed upon us."

Berlin Reports Landing

Berlin, Via London, Oct. 13.—(U. P.)—"By the combined action of sections of our army and navy, we obtained a footing on the island of Oesel," said an official statement tonight, describing the Riga gulf campaign.

It Pays To Look Around

because in that way you can soonest realize that what CHERY'S are offered are wonderful values in Women's Fall Apparel at reasonable prices, or sold on easy payments. 359-91 Washington street, Piffco block.

(Adv.)

A Place for Refined People Who Appreciate Well-Cooked and Wholesome Foods

Portland's Popular Eating House

COZY DAIRY LUNCH AND CAFETERIA

323 Washington St., near 6th. Ladies welcomed.

Choice Roast, chops, fish, etc., Hot Cakes, Waffles and any short order at any time of day or night. Rich home-made and French pastry. Delicious coffee.

An Excellent Chicken Dinner Today

Autoist Pleased At Patrolman's Way of Rebuking

Courtesy as a dispenser of rebukes suggested by Thomas P. Mackenzie in a letter to Chief of Police Johnson, in which he expresses appreciation of the manner in which the traffic patrolman at Broadway and Washington street rebuked him for a trivial violation of the ordinance.

Mr. Mackenzie, according to his letter, was driving his car on Washington street. He was also worried. Unthinkingly he drove his car forward past the semaphore when it registered "Stop."

Patrolman Eubanks stepped to the side of the car and confronted him. The traffic patrolman, who was also worried, unthinkingly he drove his car forward past the semaphore when it registered "Stop."

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