

SHIPWORKERS ARE PAID UNDER NEW WAGE SCHEDULE

Oregon Yards Soon to Distribute \$1,000,000 According to the Terms of Macy Award.

RETROACTIVE TO AUGUST 1

Under New Schedule Labor Conditions Are Stabilized, Premiums Are Abolished.

Approximately \$1,000,000 in back pay will soon be distributed to the employees of the steel and wooden shipyards of Oregon as a result of the wage award of the Macy board. The new schedule of pay rates of the various crafts has already gone into effect, the increases being on the basis of an advance of 20 per cent in the cost of living from October, 1917, to October of the present year, and retroactive to August 1.

No changes in existing piece work are to be made until after the conference between representatives of the shipyards and the piece rate crafts has been called to meet and its recommendations have been acted upon by the board. No extensions of the piece rate systems not now operating under this system are to be made until the rates proposed have been submitted and approved by it in writing.

Labor Conditions Stabilized

A primary purpose in adopting a national wage scale for shipyard employees is to stabilize labor conditions. Therefore, having on the board that the premium bonus and contract systems of wage payment may, unless controlled, be used to entice employees from one shipyard to another. It is therefore directed that no further extensions of the premium, bonus or contract systems be made in any yard without the express written approval of the board.

The Macy award further states: "Until such time as the president decides that the national interest requires the suspension of the policy of advancing the wages of the laborers, helpers and journeymen, the basic rates of pay to correspond with the essential material increase in the cost of living, we shall deem it our duty to be guided in future readjustments by such ascertained increases."

Discriminations Prohibited

The findings prohibit any discriminations against union or non-union men in the following terms: "Believing that in this national emergency past differences between employers and employees must be forgotten in the common determination to produce more ships, the number of ships, the board will not tolerate any discrimination, either on part of employers or employees, between union and non-union men, provided that this declaration is to be interpreted so as to conform with the principles laid down by the president of the United States in the proclamation of April 8, 1918, creating the national war labor board."

INSPECTORS' VISIT AWAITED

Local Shipbuilders Do Not Fear Inspection by Experts.

Local builders of wooden ships are awaiting the arrival from San Francisco of the special investigating committee which has been holding sessions in the California city. That the Portland builders have nothing to fear from official scrutiny of the work in the Oregon district has already been indicated by the statement of Captain F. Blain, in charge of the state operations of the government in Oregon and Washington. Captain Blain has gone on record, after attending the conferences in San Francisco, as saying the committee has found no structural fault with the wooden ship. Composing the committee are experts in their field, in every way, and able to give competent consideration to all angles of the competency of the wooden vessels. It is declared. The committee consists of five members. J. H. Rinder, who is an old China Mail shipmaster, and who formerly sat on one of the Hill liners. After retiring from the sea he became a marine surveyor, and later an advisor to John Rossiter of the federal government. Captain Saunders, another member, sailed for years for the Miles & Budrow company, and was later with the Matson Steam Navigation company. He is the present manager of the company. Frank Stone has been for many years a shipbuilding contractor and expert yacht sailor. He built the W. F. Marston, a Portland-owned ship. Charles Foster has been in the shipbuilding business in San Francisco for over 25 years. Mr. Gandy, the fifth member, is president of the United Engineering company. That these men are all competent to pass judgment on the wooden ship is the belief of H. E. Pennell, president of the Coast Shipbuilding company.

STEERAGE NOT DEMANDED

Passengers on Lumber Schooners Prefer Higher Priced Berths.

The best is none too good, and that steerage accommodations do not appeal to passengers on lumber schooners these days, is the conclusion of

Frank Bollam, steamship agent of 184 Third street. According to Mr. Bollam, nearly every one who travels on coast freighters now carries a roll of greenbacks, whereas in former ante-bellum days travelers generally looked with favor on the steerage rates.

Five lumber schooners of the McCormick line are now making regular trips between Portland and California ports. Fees of influence have retarded travel somewhat, however, in the past six weeks. The lumber schooners in operation are: Multnomah, Willamette, Cello, Wapama and Klamath. The vessels have accommodations for 75 first class and 15 steerage passengers. Automobile freight traffic has increased recently, motorists preferring to let their cars by boat to take chances on bad roads. The demand for space from the motorists is greater than can be met at times.

RESTAURANT NEARLY COMPLETED

Willamette Iron & Steel Co. to Open Fine Dining Hall.

After examining the most efficient industrial restaurants in shipyards and other war plants, both in Portland and the cities on the Sound, the Willamette Iron & Steel company feels confident that its own dining hall, now under construction, will be unsurpassed by any of its kind in the whole Northwest.

The restaurant is located just inside the Sixteenth street gate, in two stories high and contains a recreation hall besides two private dining rooms and the main dining hall, which are estimated to have a seating capacity of 700.

Miss Mary Allen, for two years dietitian of New York hospital and for as long a time in charge of the Meier & Frank company tea room, will manage the enterprise, assisted by Miss Lucy Dice of the domestic science department of the University of Washington.

Aside from serving meals each day to employees at 35 cents, the management will operate a special box lunch counter on the outside where hot drinks and candy will be sold.

A force of about 55 men and women will be employed, which comprises the bakers, cooks, waitresses and janitors. All bread and pastry will be baked in the plant's own ovens.

The restaurant expects to be open for business by November 25.

SETS NEW RIVETING RECORD

Northwest Steel Crew Drives Over 3700 in Eight Hours.

Another speed record in riveting is claimed by a crew at the Northwest Steel company, the workmen having driven 3700 or more rivets in a period of eight hours. The best previous record was 4089 rivets in nine hours, which when it was made was declared to be the highest speed attained by any shipyard in the United States. After the achievement of an electric yard claimed to have beaten Portland plants, the new speed record is said to have surpassed that of the eastern plant. Al Steinberg is foreman of the gang which made the latest record.

Students Complete Course

The second Emergency Fleet corporation class of students has finished its course of instruction under Professor Newton Van Dalsen and returned to duty at the Northwest Steel company. The course lasted six weeks and was pursued at the Y. M. C. A.

News of the Port

Arrivals November 18
W. F. Herrin, American steamer, from Gavio, oil.

Departure November 18
Cadratta, American steamer, for Seattle, last, 10 p.m.

AT NEIGHBORING PORTS

Astoria, Nov. 16.—Arrived at 10 a.m., left up at 10:30 a.m. steamer W. F. Herrin from Gavio. Sailed at 7:45 a.m. steamer Oregon from Astoria at 11:30 a.m. to San Francisco at 1:30 p.m. and left up at 2:15 p.m. steamer Washitawen, from Port San Fran.

San Francisco, Nov. 16.—Arrived at 7 a.m. steamer Colonial Driant, from Portland via Astoria, at 11:30 a.m. steamer W. F. Herrin from Gavio. Sailed at 8:15 a.m. to San Francisco. Left San Francisco at 1:30 p.m. steamer Washitawen, from Port San Fran.

San Francisco, Nov. 15.—Arrived at 7 a.m. steamer Colonial Driant, from Portland via Astoria, at 1:30 p.m. and left up at 2:15 p.m. steamer Washitawen, from Port San Fran.

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