

# END HARBOR STRIKE; GRANT 10-HOUR DAY

## Question of Wages to be De- cided by a Joint Committee of Boat Owners and Workers.

### NONUNION MEN KEEP JOBS

#### Plenty of Work for All—New York's Commerce Relieved from Threat of Demoralization.

The harbor strike, which was in its eighth week, was settled yesterday under an agreement reached at a meeting called by Conciliator James L. Hughes of the Department of Labor at the City Hall, presided over by Mayor Hylan, by which the men return to work on a permanent ten-hour and twelve-hour day basis and leave the increase in wages to be settled by a committee of four representatives of the boatowners and four representatives of the strikers.

Between 4,000 and 5,000 men were still on strike and will go back to work this morning and Monday. The agreement puts an end to the danger of a strike against the Railroad Administration because of action of Regional Director A. H. Smith in laying off men who refused to obey orders to move grain and coal boats.

The boatowners have consistently refused to grant the eight-hour day, which was demanded by the strikers, holding that the tides and the length of trips in New York harbor necessarily controlled the hours of labor. The strikers finally gave up their stand yesterday for an eight-hour day. Some of the leaders are satisfied that the increase in wages which they will gain has justified the strike, but others said that they were worried for fear that the rank and file of the strikers would not accept the ten-hour day, regardless of the increase in wages that may be in prospect.

"We face a big contest with the men to make them accept this," said Paul Vaccarelli, representing the Port and Terminal Workers.

President Thomas L. Delahunty of the Marine Affiliation denied yesterday that the men, who would work ten hours a day with their meals served on board, the boats, would have the equivalent of an eight-hour day.

"We do not accept the claim of the boat owners that this is substantially an eight-hour day," he said, "but on the plea of Mayor Hylan, and for the good of the city, we will make this concession."

The ten-hour day will apply to boats operating in the harbor, and working normally by daylight. Other boats which operate day and night will carry two crews, each working twelve hours a day. The question of time and a half for overtime will be considered by the joint conference. The conference, as originally proposed by the strike leaders, would consist of nine men, the ninth man to be chosen by the first eight or by the Mayor. It was decided yesterday, however, to limit the number to eight.

The agreement reached yesterday does not oblige the boatowners to discharge non-union men, some of whom have been imported from other cities, but this question is considered to be academic because, after seven weeks of partial idleness, there is said to be work enough for all. The boatowners, however, made a specific reservation against the re-employment of any men who have committed acts of violence during the strike.

Mayor Hylan met the boatowners in the morning and then saw the representatives of the harbor workers. In the afternoon representatives of both sides met with the Mayor again and quickly reached an agreement. Mayor Hylan thanked both sides and said:

"I am glad that you men have agreed to get together so that the commerce of this great port can be restored to normal and building materials brought here so that building construction can be started."

One of the worst effects of the strike had been the tying up of grain, food supplies, and other materials for Europe. For several weeks commerce of this kind has been diverted to other ports as far as possible by the Railroad Administration, and it was announced yesterday before the strike was settled that eleven tugs and seventy-two large coal barges belonging to the Philadelphia & Reading Railroad had been ordered to be transferred from New York Harbor to Philadelphia by the Railroad Administration. It was said further that as far as facilities in other ports would permit coastwise traffic was being diverted away from New York. A number of British ships have been coaled at Halifax recently because of the difficulty in getting coal here.

In spite of the losses of millions of dollars inflicted on the commerce of New York by the strike, the Merchants' Association, the Board of Trade and Transportation, and many of the large shippers and steamship lines have given their moral support to the boatowners in their firm stand. The Railroad Administration, after abandoning the Government award rendered by V. Everit Macy, which both the railroads and the employes had pledged themselves to accept, granted an 8-hour day and large wage concessions, but the private boatowners refused to settle on those terms, asserting in a public statement that they could not run their business with such labor costs without "the United States Treasury behind them to make up deficits."

The boatowners said they preferred to have their business taken over by the Government rather than attempt to run it as a private enterprise on the Government's terms.

The Railroad Administration granted the eight-hour day to many classes of labor in the harbor, together with wage increases, so that about half of the harbor men will in the future work on the Government basis, while the other half will be employed on less attractive terms by the private owners. Some of the strike leaders thought there might be difficulties ahead in this situation, but others believed that the conference would work out terms to prevent trouble

in this respect. Paul Bonyng, counsel for the boatowners, made the following statement:

"The settlement of the harbor strike is extremely gratifying to all concerned. It is not a victory in any sense of the word because there can be no such thing as a substantial or lasting victory in a controversy between employer and employe. Both sides have made real concessions. The men recognize that the eight-hour day cannot be made to fit a twelve-hour tide and the employers met them more than half way by reducing the work day from twelve to ten hours and by agreeing to arbitration of the wage question which probably spells a substantial wage increase. The strike has been entirely free from violence and terrorism, and work will be resumed on Monday with good feeling prevailing on both sides.

"The Mayor came into the situation at the psychological moment and naturally much of the credit for the settlement will go to him. He sacrifices a pleasant Easter week-end at Atlantic City, but the sense of a public duty well performed will doubtless requite him for that loss.