

PROSECUTION URGED IN RAILROADS CASE

"Embezzlement Shown," Says Investigator of Affairs of Calhoun's Company.

\$1,096,000 LOAN IS BARED

Great Sum Withdrawn by ex-President of San Francisco Streetcar Concern, Used in Realty Deal, Is Testimony.

SAN FRANCISCO, Aug. 24.—A transcript of the evidence taken before the State Railroad Commission in its investigation into the affairs of the United Railroads, the surface transit system serving San Francisco, will be laid before the District Attorney with a request that he institute prosecutions.

Jesse Lillenthal, president of the United Railroads, said the present officers and directors of the company would co-operate in every way with the Commission in supplying the District Attorney with evidence.

Calhoun Is Denounced. "In my opinion," said Commissioner Eshleman, "a serious case of embezzlement is shown by the evidence taken here. Calhoun had no regard for his stockholders."

Patrick Calhoun formerly was president of the United Railroads. Testimony before the Commission showed that he withdrew over a period of years \$1,096,000 from the funds of the United Railroads.

These withdrawals were in specie and currency, some times in such large amounts that they were carted to bank. Supposedly they were applied to the development of Solano Farms.

Attorney Makes Protest. As President Eshleman pronounced Calhoun's name, Jacob Gorfinkel, an attorney representing the creditors of Solano farms, protested.

"I protest," he said, "against the branding of Calhoun as a felon."

"I do not brand Mr. Calhoun as a felon," replied President Eshleman. "Intelligent men will put their own construction on the case."

According to Jesse Lillenthal, the Solano books show a total expenditure of \$1,150,322 drawn from all sources of this amount. \$82,914 can be traced to Calhoun's contributions.

\$16,000 Not Put Into Farms. Of the \$1,096,000 withdrawn from the United Railroads by Calhoun, the books show that \$16,000 did not go into Solano farms.

Solano receipts President Lillenthal gave as \$207,588, either from the sale of stock or from the United Railroads.

WAR HEAVY ON NORWAY. CHRISTIANIA, Norway, Aug. 9.—(Correspondence to the Associated Press.)—The effect of the European war became felt immediately in Norway.

FOOD SUPPLY SUFFICIENT ONLY FOR FEW MONTHS. King Bans Exporting and Regulates Prices.—Brewers Turn Grain Over to Mills.—Fertilizer Guarded.

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WAGES THIS WEEK BIGGER. Minimum of \$9 for Women in Laundry Becomes Effective.

OLYMPIA, Wash., Aug. 24.—(Special.)—Nine dollars a week as the minimum wage for female laundry employees became effective throughout the State of Washington and will result in increases in the pay received by approximately half the women and girls employed in the industry at the end of this week.

HORSE MIRES, DRIVER DIES. Pioneer Caught in River Tries to Swim, Cramps and Drowns.

WHEELER, Or., Aug. 24.—(Special.)—When his horse mired in the river today, O. A. Lowman, 42, a pioneer of the Nahalem Valley, was drowned.

Body and Razor Lie Together. SPRINGFIELD, Or., Aug. 24.—(Special.)—A body believed to be that of Edward Schroeder was found near the county road, a mile east of here, at noon today.

Mount Scott W. C. T. U. to Meet. An open air meeting will be held this evening by the Mount Scott Women's Christian Temperance Union on Main street, near the carline.

Ashland Camp Has Outing. ASHLAND, Or., Aug. 24.—(Special.)—The Ashland camp of the Oregon Trail Club has been enjoying its first annual outing, which a score of young ladies entered.

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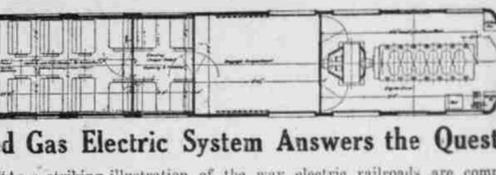
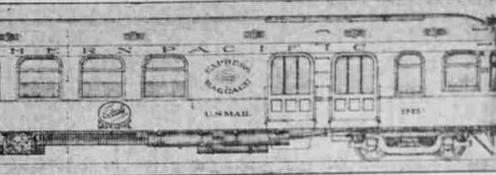
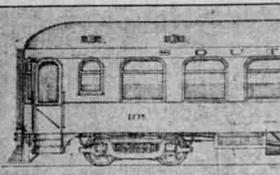
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After a thorough test of the Ewbank Motor Car running thousands of miles, one run on the Southern Pacific R. R. between Roseburg and Glendale, of 3882 miles, with a fuel cost per mile of 3.9 cents per mile, against steam costing 10.01 cents per car mile; a total expense cost per mile Ewbank Motor Car .188 cents, steam .332 cents.

Think what such a system is worth to the development of Oregon. No expensive power plants, trolley poles, wiring, bonding and expensive upkeep of a trolley system. This system of electric control can be used in automobiles, fire apparatus, boats, etc., etc., and in the two former has proved a grand success, as has the road end of it.

The company will equip for Mr. D. W. Campbell, of the Southern Pacific, two passenger coaches with motors, attach to their powerful motor car now running between Roseburg and Glendale, which will give a train of three coaches, making the multiple unit system, just as used today on the Oregon Electric R. R., only they get the current from a power-house through trolleys to the motors on coach, the Ewbank system generates the current in its electric locomotive, transmitting it to the motors in coaches behind. It is just as feasible to do one or the other, and all know it is being done with the trolley system everywhere. We will give further information on this subject to the public.

The Board of Directors have ordered sold a limited amount of the treasury stock of the company, Dr. H. B. Ewbank having been appointed exclusive sales agent.

Ewbank Electric Transmission Co. 723 Northwestern National Bank Building, Portland, Or. (MADE IN OREGON.)

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