

RAILROADS DEFAUD PUBLIC, SAYS LABOR

Millions Lost by Cost-Plus Contracts, Charged.

ADJUSTMENT BOARD ASKED

80 Per Cent of Mileage of Country Under Domination of "Morgan Steel Combine," Plaintiff.

CHICAGO, Jan. 10.—The railroads have broken faith with the public, according to charges today at the opening of the hearing by the railway labor board into demands of the railroad brotherhoods that the national board of adjustment be re-established. The charge was made by B. M. Jewell, president of the railway employees' department of the American Federation of Labor.

The employees' leader charged that the public had been defrauded "probably in violation of criminal statutes," of millions of dollars through cost-plus contracts with equipment companies, "controlled by the same banks that control the railroads."

He said that railroad control is "exercised by a group of 15 New York banks, trust companies and insurance companies, dominated by J. P. Morgan & Co. and that only 25 men are the instruments of these and an even wider control."

80 Per Cent of Mileage Held.
He added that this same group of banks had interlocking directors with 20 of the leading equipment concerns and that 80 per cent of the railroad mileage of the country is under the domination of this "Morgan steel combine."

One result of contracts with these equipment concerns, he argued, had been to throw out of work more than 50,000 skilled railway employees. He asserted that this unemployment was created deliberately at a most inopportune time, causing "suffering and discontent just when public interest required the utmost confidence and harmony in the relations between capital and labor."

Mr. Jewell asserted that "this same combine has been forcing the public to pay excessive prices in payment of the costs in the open-shop campaign in the building industry of New York." He charged that the alleged combine "is using this power to the detriment of the public to pay for the attempts of the combine to disrupt the organizations of railroad employees."

Many Want to Testify.

Requests of the labor organization representatives that only the 17 standard brotherhoods be recognized in the hearing were denied by the board. Numerous independent organizations had made application to present their cases before the board, to which the brotherhoods strongly objected. Although not parties to the dispute, the board decided to allow them to appear as witnesses.

"The only parties who are fully qualified to consider such regulations are the individual managers and their employees," E. T. Whittier, chairman of the managers' committee, which is presenting the carriers' side of the controversy, testified.

The reasons for the carriers' opposition to national agreements were outlined by Mr. Whittier as follows:

1. They are ultra-restrictive and therefore prevent the "honest, efficient and economical management" demanded by the transportation act.
2. The variable conditions in different sections of the country make the universal application of their provisions impracticable.
3. The existing rules, the continuation of which is proposed by the men, are capable of various construction.
4. The existing agreements provide that the rules contained therein shall apply to all employees of any particular craft regardless of the department of the railroad in which the man is employed, thus leading to a division of jurisdiction and a conflict in the working rules applicable to employees engaged in the same work.
5. The existing agreements have decreased acknowledged efficient and economical practices such as the piece work system for regulating rates of pay.
6. The railroads must have relief from the rules controlling the employment of men, which are so restrictive as to prevent them from obtaining a sufficient number of employees in certain departments, thus interfering with output and causing delay to the movement of traffic.
7. The agreements contain many rules which provide for payment for work not performed and thereby cause many millions of dollars of unnecessary expense annually.

Roads Approve Contracts.
The railroads do not object to schedules (the technical term for railway agreements) properly negotiated and entered into with their own employees, Mr. Whittier said, as is evidenced by the fact that nearly all, if not all, of the railroads represented by this committee have had schedules with the various train service organizations for many years.

"Those roads which have been working on the eight-hour-day basis will continue to do so unless changed by mutual agreement with their employees, but they must have the right to re-establish more efficient and economical practices."

"We refer, among things, to piecework methods which were abolished. This action has cost many millions of dollars to the roads which had for years successfully produced much of their output by piecework methods."

In conclusion, he said:

"We believe that the board should not approach this subject from the angle of a schedule with any organization, or that the board can properly say what organizations shall or shall not represent the employees. The subject should be dealt with from the standpoint of what are the proper regulations for the character of service under consideration and that the question of whether they shall be applied on the individual properties, in the form of a schedule with certain organizations, depends upon the policy of the individual property and the desire of the majority of the respective classes of employees on that property."

CAUGHT, DISTILLER FAINTS

Guests Welcomed to Steaming Mash Prove to Be Sleuths.

With the product of prunes, corn and sugar slowly being distilled into a potent brand of moonshine before their eyes, Deputy Sheriff Schirmer and Chief of Police and Internal Revenue officers had first-hand information as to the guilt of Frank R. Smith, arrested at noon yesterday on a farm near the intersection of Cap-

tal highway and Taylor's Ferry road. The officers had gone into what appeared to be an innocent enough farmhouse.

"Does Mr. Smith live here?" they inquired of the woman who came to the door.

"Yes. I am Mrs. Smith. Mr. Smith is in the basement," said the obliging spouse. Smith met the officers at the basement door. His face was very pale.

"Is the still running?" asked Deputy Schirmer.

"Yes. Come on in," was the hospitable reply.

The officers went into the basement, where steam was slowly rising from an ingenious apparatus different from the ordinary run of stills. They showed their stars. Smith fainted.

Thirty gallons of finished product were found. The still was of 40-gallon capacity with a tarpaulin tank. Cills were not used. Smith, who is 28 years old, was lodged in the county jail to await a federal charge.

DIRECTORS ARE NAMED

Oregon Co-operative Association Convenes at Salem.

SALEM, Or., Jan. 10.—(Special.)—The Oregon Growers' Co-operative association convened in Salem today and elected directors for the ensuing year.

The election resulted in the selection of the following:

Jackson county—Howard A. Hill, Medford; C. C. Cate, Medford; Gordon Voorhes, Medford; A. H. Davenport, Talent.

Josephine county—Clyde E. Niles, Grants Pass.

Douglas county—W. E. St. John, Sutherlin; R. A. Buehler, Roseburg; and G. W. Riddle, Riddle.

Lane county—M. H. Harlow, Eugene.

Wasco county—J. W. Johnson, Menlo.

Marion county—Allan Bellinger, Scotts Mills; Bettor Jones and Charles McNary, Salem.

Polk county—Fred Ewing, Salem; H. S. Butts, Dallas.

Yamhill county—Kenneth Miller, Sheri; George Zimmerman, Yamhill; E. W. Mathews, Amity.

Washington county—E. A. Reuter, Forest Grove.

Clackamas and Multnomah counties—Clarence Edwards.

At large—Fred Crozier, Hillsboro.

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BOND-FRAUD VICTIM SORRY OVER SUICIDE

Callahan Says He Would Have Let Milholland Go.

LIFE PUT ABOVE LOSS

Millionaire Idaho Mining Man Is Only Person to Lose by Embezzlement of \$353,000.

SPOKANE, Wash., Jan. 10.—James Callahan, millionaire, Idaho, mining man, whom the investment firm of Milholland & Hough of Spokane embezzled out of \$353,000, according to a confession made yesterday by Jay P. Hough, senior member of the company, declared on his arrival that "if the boys had come to me and laid the cards on the table, I would have said 'forget it, boys, rather than have any man commit suicide for me. I could not find it in my heart to judge any man as John Milholland has judged himself,'" he added.

Hough was placed under arrest yesterday and a warrant charging embezzlement issued for Milholland. While police were seeking to gain admittance to the Milholland residence, he himself slipped through the back door, according to the police.

Milholland Held Leader.
"I do not believe these boys started out to do wrong, but one is just as glibly as the other," Mr. Callahan said. "They just kept going and getting in a little worse till they got desperate."

"I know that Milholland was the leader. He was the stronger character, but Jay had plenty of opportunity to tell me that I was being victimized."

Mr. Callahan said that it was Milholland who advised him to buy the bonds which, in Hough's alleged confession, were forged. Callahan declared the first bonds he bought through Milholland and Hough were genuine, but that these, upon the advice of Milholland, were turned and converted into bonds to pay more interest.

"The last bonds I got from Milholland and Hough were sold me on the understanding that they were tax exempt," Mr. Callahan said. "I could hardly have been expected to suspect that their signatures were forgeries as the authorities have told me. This would be a task for a handwriting expert and I never thought of suspecting my friends of such a thing."

Bond Deals Related.
"These substitutions of bogus stock ran up to \$325,000. Then this fall Milholland came to me and suggested that I let him have certain stock as collateral. He said he needed the money, but that he did not have a real market value. I gave him 700 shares of Anaconda Copper, 600 of Inspiration and some others, amounting in all to a then market value of \$50,000."

"As a security he gave me some bonds which I thought were alright. It was not until I had to raise more than \$50,000 last month within ten days to pay a court decree in a divorce case that I learned that these were worthless. I needed the money and couldn't get it. Milholland would come to Wallace, clip the coupons and send me their check for the bond interest. I just got notice today that a check for \$5000 given to me by them on the Guaranty Trust company of New York has been protested."

No Inquest to Be Held.
Mr. Callahan arrived in Spokane with his attorney, Walter C. Hanson, and two friends. The first thing the party did on their arrival was to have dinner. Mr. Callahan, according to his friends, was in the best of spirits. He talked with newspaper men quite freely regarding the affair.

No inquest into the death of Milholland will be held, County Coroner William Newman, said tonight. "The case of Milholland's death is plainly suicide," he said.

Prosecuting Attorney Meyer in an interview declared "there is nothing to show that funds handled by Milholland and Hough other than those belonging to Mr. Callahan were embezzled." He announced his intention to press the case as soon as a receiver for the concern has been appointed and the company's books and papers examined.

Milholland Has Insurance.
Milholland, his widow declared to newspaper men, carried insurance of \$24,000. He was said to have made a new will last Saturday.

The offices of the firm of Milholland and Hough were not opened today. Employees stayed away from work pending examination of the firm's books and papers which authorities announced would be made soon. The affair was the chief topic of discussion in the financial circles throughout the day.

Mr. Hough, who has been confined in jail since early yesterday afternoon following his arrest, is expected to be informed of the death of Milholland until today. Officials said he expressed profound grief upon hearing the news and said "I had hoped anything like that might be avoided by the confession."

Bonds Not Yet Raised.
"I was thinking of his wife and children and had hoped to spare them," Hough's police said, has not eaten since he was placed under arrest. His bonds, set at \$20,000, have not yet been met.

Mr. Callahan is a pioneer miner of the Idaho Coeur d'Alene. According to mining men here he worked for 25 years before finally "making it." Mr. Callahan owns much of the stock of the Interstate-Callahan Zinc property, one of the largest producers in the Coeur d'Alene. David A. Callahan, his brother, a member of the Idaho legislature, is now en route to Spokane from Boise to help clear up matters, it was said.

Callahan, it was said, handled most of the business affairs of his brother.

CITY BROKERS HANDLE DEALS
Sums in Transactions Small Over Two-Year Period.

Ditpatches from Spokane yesterday indicated that Milholland & Hough, investment brokers of that city, had carried on a part of their speculations on the New York market through an account with the brokerage house of the Overbeck & Cooke company of Portland. Statements from Dan J. Malarky, legal advisor of the firm, revealed last night that while the Overbeck & Cooke company has handled the account of Milholland & Hough intermittently during the last two years the sums involved in the transactions were small.

The account of Milholland & Hough with the Overbeck & Cooke company was closed up about two weeks ago, according to statements of Mr. Malarky and C. S. Goodwin, vice-president of the company. Actual records of the account were not divulged, but it is understood that at that time a small balance remained in favor of the Spokane firm.

While Milholland & Hough have dealt through the Portland brokerage house during the last two years, their account was characterized as intermittent, and the Overbeck & Cooke company evidently was not the regular broker through whom they bought or sold the New York market.

the American Lifeograph company; the Shaw Comedy company and the Cloverleaf Comedy company.

In announcing his support of Commissioner Pier's stand, Mr. English intimated that complaints had reached his office regarding fly-by-night schools operating here. He said that many prospective pupils had paid \$50 to \$100 in advance tuition fee to some of these concerns, only to discover that the schools had disappeared over night.

"I am going to introduce an ordinance that will put an end to this evil," said Mr. Pier yesterday. "We will have all schools regularly licensed, and then keep them under strict supervision."

PRICE CUT IS ANNOUNCED
Ready-Made Houses Will Go Back to Pre-War Quotations.

At a "made-in-Oregon" dinner, given under the auspices of the men's association of the First Congregational church last night, A. A. Falterson announced, as manager of the

Portland Aladdin company, manufacturers of ready-made houses, that his company within two days will cut its prices 40 per cent.

There was a good attendance at the dinner, which was served by the women of the church and consisted exclusively of Oregon-made products. During the evening speakers representing the Stradivari, Phonograph company, King's dehydrated foods, Knight's pickle works, the Pacific Coast Biscuit company and other local concerns detailed the progress of home industry.

A. G. Clark, manager of the Associated Industries of Oregon, made the principal address.

Oregon Products Will Be Topic. Plans have been completed for the annual meeting of the Associated Industries of Oregon to be held in the green room of the Chamber of Commerce the night of January 27. Samples of Oregon-made products will be distributed to wives of the members. A programme of reports and talks on Oregon industries will be featured and a buffet luncheon will be served.

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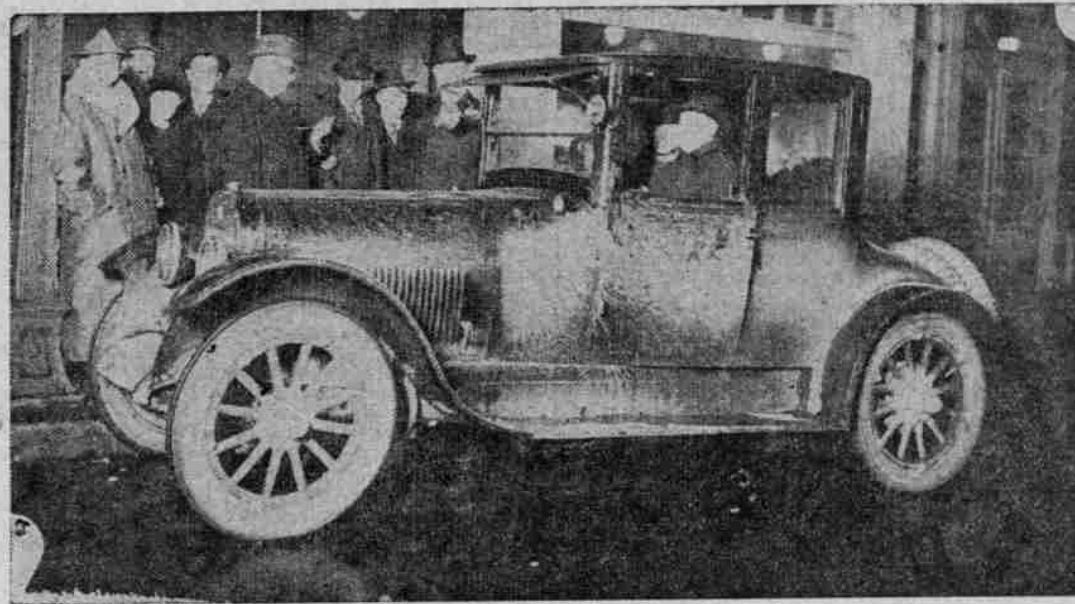
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Another Buick Record



Buick Coupe Model 21-46, Checking In at HOWARD AUTO CO. SALESROOM
Twelfth and Alder Streets

Buick Coupe Completes Mavelous Run, San Francisco to Portland, 750.2 Miles; Elapsed Time, 29 Hrs. 16 Min., Beating Fastest Train Schedule 44 Min.

HERE IS THE CERTIFIED RECORD

This is to certify that we, the undersigned, checked

Buick coupe, motor number 728,969, frame number 726,989,

driven by Claude A. McGee and Roy E. Skinner, from

the Ferry Building, San Francisco at 4:22 p.m. January 7th.

TIME BY

WESTERN UNION.

4:22 p.m.

James J. McLeath
Commercial Agent.

Auto Editor
Don J. Pinkerton
Auto Editor
Frank J. McLeath
Auto Editor
Frank J. McLeath
Auto Editor
Frank J. McLeath

This is to certify that we, the undersigned, checked in

Buick coupe, motor number 728,969 frame number 726,989,

driven by Claude A. McGee and Roy E. Skinner, at Portland.

TIME BY

WESTERN UNION.

9:38 p.m.

W. R. Williams

Superintendent

Auto Editor
E. L. Richardson
Auto Editor
H. B. W. Schuchert
Auto Editor
Portland Telegram
Auto Editor
Ralph M. Roberts (City Garage)

January 8, 1921-

See this record-breaking Buick Coupe in the Howard Auto Co. exhibit at the Auto Show and get your souvenir postcard shown above.

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HOWARD AUTOMOBILE CO.

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