RAILROADS TO MEET WATER COMPETITION

Atchison, Topeka & Santa Fe Official Outlines Course.

CANAL RATES TO BE MET

Witness Before Senate Committee Says Cities in Interior Will Benefit Also.

WASHINGTON, D. C., May 31.—Transcontinental railroad freight rates are being altered to meet ocean competition via the Panama canal, Edward Chambers, vice-president of the Atchison, Topeka & Santa Fe, declared today before the senate committee investigating the railroad situation.

"We shall fix the rates from San Francisco to New York to meet the water carriers," Mr. Chambers said, "and then modify the interior rates structure so that Kansas City, Chicago and Cincinnati, for instance, will get the same rate as that to New York and producers in all points will be placed on a competitive basis."

"What that means," said Chairman Cummins, "will be that you will then be be carrying freight from Chicago or Kansas City to New York, or vice versa, for nothing."

Unfair Rates Alleged.

Senator Pomerene, democrat, Ohio, read into the records a series of rates, showing that interior cities pay greater freight rates on a number of commodities than coast cities pay for longer hauls on the same products.

Mr. Chambers discussed Panama canal competition, declaring that the water rates should be regulated by the interstate commerce commission and that the rates should be high enough to allow the Panama canal to pay interest on the costs of construction.

Existing freight rates are not responsible for the stagnation in the building industry and have not operated to curtail road construction, Mr. Chambers said.

Responsibility Is Denied.

"In cities on the Pacific coast and throughout the west, south and east," Mr. Chambers said, "conditions surrounding the building industry appear to be about the same. The general report is that a comparatively small amount of building is being done. At San Francisco, Seattle and Portland, where lumber is at the door, conditions are the same as at Kansas City, Omaha, Chicago or Cleveland."

FREIGHT CUT IS ANNOUNCED

Southern Pacific to Reduce Rates on Foods for Export.

SAN FRANCISCO, May 31.—The Southern Pacific company has decided to reduce freight rates on rice, barley, canned goods, dried fruit, dried beans and dried peas from California points to Galveston and New Orleans for export to Europe, it was announced today by the company.

The reductions range from 15 per cent on rice to 43 per cent on dried fruit in boxes, the average being 32 per cent.

RAILROADERS' PAY CUT

(Continued From First Page.)

contention of the railroads. Testimony was offered in the hearing, which began April 18 and ended May 16, to show reductions of 20 to 50 per cent in the cost of living. Varying reductions in wages, mostly for common labor, were also cited by the carriers. "The board believes," the decision says, "that based on the elements shown the decreases fixed are justified and required."

"Whatever may be said as to the origin or contributing causes, there has been and is a marked depression in every industry," the board says. "As a result heavy financial losses have been suffered, and many hundreds of thousands thrown out of employment and this loss of purchasing power by them has accelerated the general depression by reducing the demand for the products they would otherwise have purchased. While it has been argued that the fall in prices has not reached to any large extent the consumer, it has without question most disastrously reached and affected the producers."

Reductions per hour for various classes of employes follow:

Clerical and station forces:

Storekeepers, chief clerks and clerical supervisory forces, 6 cents.

Clerks (two or more years' experience), 6 cents.

Clerks (more than one and less than two years' experience), 13 cents.

Clerks (less than one year), 6½ cents.

Train callers, announcers and gatemen, 10 cents.

Janitors, telephone operators and way-bill clerks, 10 cents.

Office boys and others under 18, 5 cents.

Station and warehouse freight handlers, 5 cents.

(Sealers and food inspectors, 1 cent above freight handlers, and also stevedores 2 cents above freight handlers.)

Common laborers around stations and warehouses, 8½ cents.

Maintenance of way and structural forces—construction foreman, 8 cents.

Assistant foremen, hoisting engineers and bridge inspectors, 10 cents.

Section foremen, 10 cents.

Building mechanics, 10 cents.

Building mechanics' helpers, 7½ cents.

Track laborers, 8½ cents.

Bridge tenders, pumpers, crossing watchmen, 8½ cents.

Laborers around shops, 10 cents.

Shop employes:

Supervisory force, 8 cents.

Machinists, boilermakers, etc. (all crafts), 8 cents.

Apprentices and helpers, 8 cents.

Car cleaners, 6½ cents.

Telegraphers, telephoners and agents:

Telegraphers, telephoners, tower men and agents (except non-telegraph), 6 cents.

Agents (non-telegraph), 5 cents.

Engine service employes:

Passenger service—Engineers and motormen, firemen, helpers, 6 cents.

Freight service—Engineers, firemen and helpers, 8 cents.

Yard service—Engineers, firemen and helpers, 8 cents.

Hostler service—Hostlers and helpers, 8 cents.

Train service employes—

Passenger service (including suburban service): Conductors, ticket collectors, baggage men, flagmen and brakemen, 7½ cents.

Freight service (local and through)—Conductors, flagmen and brakemen, 8 cents.

Yard service: Foremen, helpers and switch tenders, 8 cents.

Stationary engine and boiler room employes:

Signal foremen, inspectors, leading maintainers, gang foremen, signal men and signal maintainers, 8 cents.

Engineers, firemen and oilers, 8 cents.

Water tenders and coal passers, 6 cents.

Signal department employes:

Helpers, 6 cents.

Floating equipment employes (wages per month):

Ferries—Captains, $200; engineers, $190; firemen and oilers, $140; deck hands, $125; porters, $100.

Tug and steam lighters—Captains, $200; mates and first deck hands, $130; second deck hands, float men and float watchmen, $125; engineers, $190; firemen and oilers, $140; bridgemen, $125.

Lighters and barges—Captains, $120 to $150; engineers, $140 to $160; mates, $100.

The 31 unions affected are:

American Association of Railroad Ticket Agents.

American Federation of Railroad Workers.

American Train Despatchers' association.

Brotherhood of Locomotive Engineers.

Brotherhood of Locomotive Firemen and Enginemen.

Brotherhood of Railroad Signalmen of America.

Brotherhood of Railroad Station Employes.

Brotherhood of Railroad Trainmen.

Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes.

Brotherhood of Railway Carmen of America.

International Alliance of Amalgamated Sheet Metal Workers.

International Association of Machinists.

International Association of Railroad Supervisors of Mechanics.

International Brotherhood of Blacksmiths, Drop Forgers and Helpers.

International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.

International Brotherhood of Electrical Workers.

International Brotherhood of Firemen and Oilers.

International Longshoremen's association.

International Moulders Association of North America.

International Association of Steam and Operating Engineers.

Knights of Labor.

National Organization Masters, Mates and Pilots of America.

Order of Railroad Station Agents.

Order of Railroad Telegraphers.

Order of Railway Conductors.

Railroad Yard Masters of America.

Railroad employes department, American Federation of Labor.

Switchmen's Union of North America.

United Association of Railway Employes of North America.

United Brotherhood of Carpenters and Joiners of America.

United Brotherhood of Maintenance of Way Employes and Railway Shop Laborers.

Railway Chiefs Disappointed.

Railway executives tonight expressed disappointment at what they termed inadequate wage decreases announced by the railroad labor board.

B. M. Jewell, president of the railroad department of the American Federation of Labor, refused to comment, but declared that the decision would be taken up at a meeting of the executive committee, probably in Chicago soon.

"The reduction is not, in my opinion, sufficient to meet the demands of the situation," said H. E. Byram, president of the Chicago, Milwaukee & St. Paul railroad. "The railroads in good faith asked for and expected that the board would make a reduction of wages equivalent to the advance it granted July 20, 1920. That advance proved to run at the rate of almost $800,000,000 a year when the railroads were handling a normal business and averaged about 22 per cent.

Rate Reduction Problem.

"The reduction is just about one-half of this sum. It is estimated that it will amount to $400,000,000 a year or an average of about 12 per cent. The reduction granted will be helpful, but it will not be sufficient. Whether it and other developments will make practicable any reduction of rates will depend on the effect upon the net earnings of the railways. It does not seem probable that the net earnings of the railroads will be increased enough to make practicable any substantial reduction in rates in the near future."

S. M. Felton, president of the Chicago Great Western railroad, declared that the decision "was very disappointing."

"The relief granted to the roads," he said, "is relatively so small as to preclude consideration of any substantial reduction of freight and passenger rates, although where discriminations exist or where it is shown that the rates are seriously hindering movement of traffic, changes will be made."

DECISION VICTORY FOR MEN

Cut of at Least 25 Per Cent Sought by Railroads.

WASHINGTON, D. C., May 31.—None of the heads of the railroad employes' unions who could be reached tonight would comment on the railroad labor board's order decreasing railway wages an average of 12 per cent.

W. S. Carter, president of the Brotherhood of Locomotive Enginemen and Firemen, who, with W. G. Lee, president of the trainmen, and L. E. Sheppard, president of the conductors, is here for a conference with representatives of southeastern roads, said he would call a meeting of all the general chairmen of the conductors for July 1 at Chicago, where the wage reductions would be discussed.

In labor circles generally the action of the board was regarded as a victory for the men, as the railroads had sought a reduction of at least 25 per cent.

Railroad executives here declined to comment tonight upon the announcement.

AUTO PARTY FIRED UPON

Alma D. Katz and Friends Victims of Assault Near The Dalles.

Warrants charging assault with a deadly weapon were sworn out against unidentified autoists at The Dalles Sunday by Alma D. Katz, Portland resident, after he says, he was fired upon by persons in another automobile because he refused to give up the right of way along a bad stretch of road when they signaled to pass.

Mr. Katz said that one shot hit the top of his machine and shattered the glass. He did not know how many shots were fired. The firing, he said, took place about 15 miles this side of The Dalles, as he was driving a party of friends to that city.

Other occupants of the Katz machine were Mrs. Katz, Colonel and Mrs. John Leader, Edith Sherman and George Folsom.

Read The Oregonian classified ads.

TYPEWRITERS

$50 buys a brand new Corona portable typewriter. Other makes at attractive prices. See us before you buy.

E. W. PEASE Co., 110 Sixth Street

EXPLOSION OF BOMB KILLS 2; INJURES 13

Four More Soldiers May Die From Wounds.

PROJECTILE IS ON PLANE

Explosive Rolls Off Aircraft and Is Set Off When Tail of Ship Hits It—Officers Hurt.

BALTIMORE, Md., May 31.—Two soldiers were killed and 13, including three officers, were injured, four perhaps fatally by the explosion of a bomb at the army proving grounds at Aberdeen, Md., today, according to a brief official statement issued by order of the commanding officer late this afternoon.

The following list of casualties was included in the statement:

The Dead.

Private A. A. Shermer, 14th squadron, air service.

E. H. Grinnel, 14th squadron, air service.

The Seriously Injured.

Captain J. E. Hall, air service, New Haven, Conn.; wounded about the face.

Private Samuel Weinstock, 34th ordnance company; punctured lung.

Privates L. S. Hite, P. W. Hall, M. D. Blezins, all of 14th squadron, air service.

C. J. O'Neill and Edward Jerry, 34th ordnance company.

The Less Seriously Injured Were:

Privates S. P. Maace, 47th ordnance company, and L. J. Titlow and R. F. Bohle, 34th ordnance company, and R. M. Herr, a civilian.

Responsibility Not Fixed.

Neither Major Borden nor Captain Roberts attempted in oral reports tonight to fix responsibility. They said they had been unable to ascertain the full facts, but would make a thorough investigation. They were ordered to Aberdeen by airplane upon receipt of first reports of the explosion.

According to other reports, however, a 50-pound bomb rolled from the airplane and was struck by the rudder as the plane swung around.

Unofficial advices said that Captain Hall had both eyes blown out and that Mr. Herr had his left leg blown off.

Bomb Falls From Plane.

The official report stated that three bombs weighing 100 pounds each and one weighing 50 pounds, had been loaded upon an airplane for tests. As the plane was about to start its flight it was decided to turn it around and all the injured an dead were about the big plane helping in the operation.

As the plane turned the 50-pound bomb rolled off and an instant later it was struck by the rudder of the machine as it swung around. This caused the explosion in the very midst of the men about the machine.

NEW CRASH PROBE ORDERED

Inspector-General of Army Acts Over Deaths of Seven Men.

WASHINGTON, D. C., May 31.—Investigation by the inspector-general of the army of the airplane crash at Morgantown, Md., Saturday, in which four officers and an enlisted man in the army and two civilians lost their lives was ordered today by Secretary Weeks. Instructions transmitted by Major-General March, chief of staff, directed that every angle of the disaster be carefully reviewed. The report will form the basis for any further action, which may be decided upon by the war department.

This investigation will be independent of the action taken by the air service's board of inquiry, which reported today to Major-General Menoher, chief of the air service. This report exonerated the pilot, Lieutenant Stanley Ames and said there was no evidence of defective design in the machine.

The inquiry by the inspector-general presumably will be of wider scope, however, and take cognizance of the statement made by Captain De Levergne, air attache of the French Embassy, who rode in the wrecked plane from Washington to Langley Field, but who declined to return in it, saying that he had noticed on the way down lack of balance at times and that the ship was at times out of control of its pilot.

BURNING IS NEW THEORY

(Continued From First Page.)

we heard a man come up to the Mahoney apartment, and we saw Mahoney trundle out a packing case. We had noticed him taking the packing case into his home several days before that.

"Then between 12 and 1 o'clock that night an auto drove up to the door, and Mahoney carried a trunk away in it.

"I'm positive that the police were wrong when they said the expressman took away the trunk. It was the packing case that he had. And the trunk went away in an automobile. I haven't the slightest idea whose car it was—but it wasn't the Mahoney's. I saw that later, so I know.

"Sunday, the day after we heard the awful groans—Mrs. Nora Mahoney, Mahoney's mother, came to the apartment, and went away with a suitcase that was bulging full.

Mahoney Seen With Woman.

"Mahoney went out that same day, and it was not until more than a week later that we saw him again. I think it was probably about April 25 that he came home. He had a dark-haired woman who stayed with him—I don't know who she was or anything about her, except that she certainly was not Mrs. Mahoney.

"Nothing really unusual happened though until Sunday night. We heard Mahoney fooling around in the apartment and there was a fire in his stove.

"He had kept the fire going almost constantly ever since he came back, in fact. We noticed because we thought it was peculiar, as the weather certainly wasn't very cold.

Bad Odor Is Recalled.

"About 7 o'clock that evening there was an awful odor—the worst I ever smelled. It lasted for hours.

"About midnight Mahoney left in his automobile. I don't know whether he carried anything out with him, but I do know that the odor stopped just about the time he went away.

"He didn't come back until Tuesday, and his automobile was just covered with mud. Mahoney got a hose and washed the car off in front of his house—washed it both inside and outside.

"My husband's suspicions were aroused by then and he went down and talked to Mahoney for about an hour. Mahoney told him he'd been up to Vancouver, but when my husband asked him about the roads up there he appeared uneasy and tried to change the subject.

Quick Lime Is Purchased.

"He did say something about a detour just above Monroe, though."

It was known that the police had been making investigations in the vicinity of Monroe, but until the Klettes statement became known there was no intimation as to their mission.

According to police information it was at the Buchanan Hardware & Paint company that Mahoney bought a quantity of quick lime and rope a few days before the supposed murder.

Boy Fails to Find Trunk.

Harold Taylor, the 11-year-old boy living at 556 Ward street, who told of having seen a blood-stained trunk on the shore of Lake Union about a month ago, attempted to lead investigators to the spot yesterday, but could find no trace of the trunk.

The youngster was positive that he had passed over the place where he had seen the trunk, but there was no evidence to bear out his statement. The police point out, however, that Mahoney had his wife's automobile in almost constant use during the first three weeks in May and might have removed the trunk.

TEXAS BRANDED LAND HOG

New Mexico Alleges Unscrupulous Grabbing in Boundary Dispute.

WASHINGTON, D. C., May 31.—The state of Texas is attacked as a "would-be land grabber," in briefs filed today in supreme court by Frank W. Clancy, counsel for New Mexico, in the original suit of that state against Texas to obtain an official delimitation of the interstate boundary along the Rio Grande river.

Declaring that the present claim of Texas would put the Rio Grande "on rocky bluffs or sand hills, far above any possible bed of the river," the brief called attention of the court to what was described as "the predatory and unscrupulous character of the defendant (Texas) in land matters."

HISTORY CONTEST CLOSES

Four School Essays Will Draw Prizes Totaling $180.

The state history contest held by the Oregon Historical society closed yesterday and judges soon will be selected to determine the four school pupils to whom $180 in prize money will be awarded. More than 30 essays were in the hands of the society yesterday and all in the mails during the day will be honored.

The contest was announced for March 15 to May 31, inclusive, and was open to pupils from 13 to 18 years of any school, public or private, in the state. The subject was "The name 'Oregon,' its origin and significance."

Judges will be chosen within the next ten days and announcement of prize winners will be made as soon thereafter as possible. Charles H. Carey, George H. Himes and B. B. Beekman were the members of the committee of the historical society in charge of the contest.

Lewiston Rose Carnival June 3.

LEWISTON, Idaho., May 31.—Elaborate floats prepared by eLwiston business houses and private cars decorated with flowers, are planned for the parade of the rose day carnival, which will be held here June 3. Boy Scouts will march in uniform, while horsemen from the surrounding country will form a division in the procession. A bicycle troop is to be one of the features. The queen of the rose day will be crowned in the park following the parade.

COFFEE

Coffee grows more popular every day. The increase in the United States last year was nearly sixteen billion cups. These cups, placed side by side, would circle the world forty times!

JOINT COFFEE TRADE PUBLICITY COMMITTEE
74 Wall Street New York

-the universal drink

$25 a Day Off Until Sold

1920 H. C. S. Touring Car. Driven but 3938 Miles
Regular price $2850
Now down to.. 2450
COVEY MOTOR CAR COMPANY

Out today
New Victor Records
June 1921

		Number	Size	Price
Nozze di Figaro—Deh vieni, non tardar? (Ah, Why Delay So Long?)	Lucrezia Bori	88633	12	$1.75
Same Old, Dear Old Place	Sophie Braslau	74681	12	1.75
Messe Solennelle—Domine Deus (Praise Forever to God, the Father)	Enrico Caruso	88629	12	1.75
(a) La Fille aux cheveux de lin (The Girl with the Flaxen Hair)				
(b) Menestrels (Minstrels) Piano	Alfred Cortot	64956	10	1.25
Don Carlos—O Carlo, ascolta (O Carlos, Listen to My Plea)	Giuseppe De Luca	64957	10	1.25
Last Rose of Summer Violin	Mischa Elman	64958	10	1.25
Song Without Words (Romance sans paroles) Violoncello	Hans Kindler	74682	12	1.75
Zaza—O mio piccolo tavolo ingombrato (My Desk, Like My Heart, is Encumbered with Care)	Giovanni Martinelli	74683	12	1.75
Capriccio Valse Violin	Erika Morini	74686	12	1.75
Walkure—The Ride of the Valkyries	Philadelphia Orchestra	74684	12	1.75
Andrea Chenier—Son sessant 'anni (Sixty Years Hast Thou Served Them)	Titta Ruffo	87325	10	1.25
Sometime We'll Understand	Ernestine Schumann-Heink	87326	10	1.25
Darling	Lambert Murphy	45245	10	1.00
Love in Lilac Time	Lambert Murphy			
Underneath Hawaiian Skies—Medley Fox Trot	Paul Whiteman and His Orchestra	18744	10	.85
'Sip 'Sip 'Sippy Shore—Medley One Step	Paul Whiteman and His Orchestra			
I Lost My Heart to You—Medley Fox Trot	Joseph C. Smith and His Orchestra	18745	10	.85
Broken Moon—Without You—Medley Fox Trot	Joseph C. Smith and His Orchestra			
Somebody's Mother	Peerless Quartet	18746	10	.85
I Found a Rose in the Devil's Garden	Sterling Trio			
My Mother's Evening Prayer	Henry Burr	18747	10	.85
Now I Lay Me Down to Sleep	Charles Hart-Elliott Shaw			
Rebecca	Monroe Silver	18748	10	.85
My Old New Jersey Home	Billy Murray			
El Relicario (The Charm)	Blue and White Marimba Band	18749	10	.85
One-Two-Three-Four—Medley Waltz	Ferera and Franchini			
Teach Me—Fox Trot	All Star Trio and Their Orchestra	18750	10	.85
Round the Town—Fox Trot	All Star Trio			
Nestle in Your Daddy's Arms	American Quartet	18751	10	.85
I'm Missin' Mammy's Kissin'	Peerless Quartet			
On the Campus—March	Sousa's Band	18752	10	.85
Bullets and Bayonets—March	Sousa's Band			
Toddle—Maori—Medley Fox Trot	The Benson Orchestra of Chicago	18756	10	.85
Moonlight—Fox Trot	Paul Whiteman and His Orchestra			
Scandinavia—Fox Trot	The Benson Orchestra of Chicago	18757	10	.85
Ain't We Got Fun—Fox Trot	The Benson Orchestra of Chicago			
Cherie—Fox Trot	Paul Whiteman and His Orchestra	18758	10	.85
My Man (Mon Homme)—Fox Trot	Paul Whiteman and His Orchestra			
All for You—Happiness—Medley Fox Trot	Paul Whiteman and His Orchestra	35708	12	1.35
Moonbeams—Pining—Medley Fox Trot	All Star Trio and Their Orchestra			

VICTOR TALKING MACHINE COMPANY
Camden, New Jersey

No. 1001

LUMBERMENS TRUST COMPANY BANK
Broadway and Oak

INSURANCE SAVINGS CLUB

Banking Hours
10 A. M. to 3 P. M.
Saturdays
10 A. M. to 12 M.
6 P. M. to 8 P. M.

No Fees
No Charges
No Strings Attached

Announcing Our New Insurance Savings Club

You Are Invited to Join

THE PLAN IS VERY SIMPLE. You merely divide your premiums into equal weekly or monthly payments and deposit these amounts in our Insurance Savings Club, to which we add 3% compound interest. You save about 8% or more by paying premiums annually instead of quarterly.

When due, you pay the premium without borrowing, embarrassment or hardship.

'Pay Your Insurance the Easy Way

LUMBERMENS TRUST COMPANY-BANK
OAK AT BROADWAY

Save and earn

We invite our customers and other residents in our territory to become shareholders in this company. Save one-third of a dollar a day and you will soon have enough to own a share of our Preferred Stock. Seven per cent dividends have been paid, regularly, in quarterly installments.

Portland Gas & Coke Company
A Business which of Necessity is Permanent

Fill this out NOW; mail it TODAY

PORTLAND GAS & COKE COMPANY
Investment Dept., Gasco Bldg., Portland, Oregon.
Send me (1) 8-page illustrated booklet, "The Story of an Opportunity at Home," (2) Information about your Preferred Stock, (3) Details of Easy Payment Plan, (4) How to judge an Investment.

Name .....

Address .....

34RO