

# WORKERS CLAIM OVERTIME GAME BY RAILROADS

## Labor Leaders Seek to Discredit Adamson Law and U. S. Control

## PLAN CALLED FAILURE

## Roads Said to Have Allowed Overtime to Show Against Legislation

WASHINGTON, Feb. 5.—Inefficient operation of the railroads, resulting in traffic congestion with its grave attendant evils was charged by union labor leaders at a hearing today before the railroad wage commission, to a desire on the part of the managements of the systems to discredit the eight-hour law and to make a failure of government control.

This situation, the commission was told by W. G. Lee, head of the trainmen; A. B. Garretson, head of the conductors, and other witnesses, told the commission why they thought transportation system of the country collapsed. The brotherhood leaders used such vigorous expression as "rotten railroadings" to convey their opinion of the way the business has been carried on since the government took charge and they offered to produce scores of instances of delayed crews, changes in personnel and misuse of rolling stock to prove their statements.

The ordinarily quiet course of such a hearing was ruffled from the very outset. Lee and Garretson, appearing to present the claims of their brotherhoods for wage increases, found several railroad representatives present and entered an immediate protest, declaring they did not propose to deal with two sets of employers. The commission explained that the railroad men were there by special invitation to supplement, not to antagonize, the information presented by the employers.

This question hardly had been smoothed over before discussion of the working of the eight-hour law and the effect of government supervision of the roads precipitated charges by Lee that the railroads were doing their utmost to discredit both. He said overtime had been doubled and tripled to make the effect of the Adamson law more expensive and to represent that the workers were obtaining large wage increases. Furthermore, he declared that every effort was being used to handicap transportation to create dissatisfaction with the government's part in the business.

"I would go back to about four months in New York if I wanted to find out the real cause for this," he said.

Asked how he thought the alleged results had been accomplished, he said he thought the "word had been passed down the line," that overtime was to be increased greatly. He did not think there had been a conspiracy "from the dispatchers to the conductors" to delay trains under government supervision, but insisted sufficient persons were interested to that end to obtain what they desired. He referred to train dispatchers as "train delayers."

Secretary Lane, chairman of the commission, asked numerous questions concerning the union leaders' allegations and wanted to know if he meant that the railroads actually had run up their operating costs in order to discredit the Adamson law. Mr. Lee replied that was the case, adding that it was "perfectly natural."

"I do not think it was natural; I am not so cynical about human nature," the secretary replied.

Failure is charged. Mr. Garretson supplemented his colleague's statements. "The operating employees are thoroughly aware of the manner of clearing congestion which was in effect before the government took over the roads," he said. "They are aware of the kind of transportation now being given, but I want to say there is one class of employees not engaged in giving a demonstration of what a failure government operation is."

D. W. Helt, grand chief of the Brotherhood of Railway Signalmen, asserted that the work of the wage commission "was being used as a cloak" by some of the roads to discontinue negotiations with employees which were begun before the commission was appointed. He said the signalmen on the New York, New Haven and Hartford were on the verge of quitting their jobs because of inability to obtain satisfaction on demands made in December.

Requests for increased wages were made by Lee, Garretson and Helt, on behalf of their organizations, by E. H. Morton, representing the Order of Railway Station Agents and the Brotherhood of Railway Toremans and Signalmen, and by J. P. Coyle, representing the Brotherhood of Railroad Station Employees. All of them told of increased living costs. The unions besides the trainmen and conductors, which obtained an eight-hour day under the Adamson law, requested a basic eight-hour day and time and a half for overtime.

## "What Will You Do With Christ," Missioner Asks

"What will you do with Jesus Christ" was the thought emphasized at last night's mission service at St. Paul's church by the Rev. J. A. Stanfield, missioner. He thus paraphrased the words of Pilate before

the people to make them apply to his congregation.

"That is the problem for us," the preacher said. "What are we going to do with Jesus? It isn't a question of philosophy, or of a theology, and what we are to do with them, but what we are to do with Jesus. He recited the apparently extravagant claims of Christ, to be 'the light of the world,' to be 'the resurrection and the life,' the claim to forgive sins, the claim to be Son of God, and said: 'Some people seem to see in Jesus only a good man. They cannot allow Him to be Son of God. But how can He be a good man, and carry a He in His lips? He is either Son of God, or self-deceiving fanatic, or a base impostor.'"

"Our problem is how we shall dispose of Him for ourselves. What shall we do with Jesus who is called Christ? Pilate asked of the Jews. And they said 'Away with Him, let Him be crucified.' So we are crucifying Christ, unless we crown Him as our savior and redeemer. The answer that our indifference or hostility gives the answer of the Jewish multitude of old, 'Let Him be crucified.'"

Mission services today include a celebration of the boys' communion at 7 in the morning, followed by a devotional service at 10 a. m. A children's service is planned for 4 p. m., and a preaching service at 7:30.

## JEFFERSON NEWS

JEFFERSON, Or. Feb. 5.—Miss Olga Monson who is working in Salem spent the week end in Jefferson.

C. G. Millet returned from Albany Saturday.

Mrs. Ray Reeves was at Albany Friday.

Gladys Hansel, who is attending Willamette university came home Friday to spend the semester vacation.

A dance was given in the grange hall Friday night for the benefit of the Red Cross.

F. M. Miller of Jefferson has been very sick for the last week, but is recovering better.

Miss May Clemo went to Salem Monday.

Mr. and Mrs. J. O. Van Winwile went to Salem Monday.

## PIG CLUB PLAN IS ATTRACTIVE

### Vale, Malheur County, Wants to Know How Mr. Eyre Does It

President George W. Eyre of the United States National Bank Boys' and Girls' Pig clubs yesterday received a letter from Vale, Malheur county, asking for his plans of operation in conducting pig clubs, and the "daddy-of-them-all" immediately wrote in reply his full scheme.

Banks at Silverton, Stayton, Woodburn, Mt. Angel, Corvallis and Amity, have already adopted the Salem plan of giving the boys and girls something to do in the way of aiding the government to bring the war to an end, or are about to organize such clubs.

"Today," said Mr. Eyre, "by our methods here, we give the boys and girls an incentive to stay at home, invest their earnings in live stock, or other assets, and as long as they are the partners of the government in producing more food, they are learning the great satisfaction that comes to all who work for a purpose, and who make a profit, as well as reaping the pleasure unknown to mere idlers, or slackers, who may just slide along making a living, but doing nothing of real benefit to themselves or the government."

"We expect to have the membership in our club reach at least 400 before the season is over, and I know that in some precincts there will be larger club and greater interest than ever before in the history of the county."

The moral effect on the boys and girls will make men and women of them before long, who will take their parts in the affairs of the state and nation."

## German Aliens Are Slow to Heed Registration

The registration of aliens is progressing very slowly at the office of the chief of police, and Chief of Police stated yesterday that it is estimated there are about 150 in the city limits. So far only eighteen have called at his office and registered.

Those who registered yesterday are: Theodore Diekmann, Charles Lapschies, Herman Wilhelm Timm, Eugene P. Hanson, Henry Miller, Norman E. Jensen, Charles Ludwig Zielke, and Andrew Latock.

## Local Tailor Arrested on Pro-German Charge

Sheriff Needham yesterday served a federal warrant of arrest on Felix Kordina, proprietor of the Capital Tailoring company, charging him with making seditious speeches or utterances and placed him in the city jail to await the arrival in Salem of a deputy United States marshal from Portland. Being a Bohemian, it is understood that Kordina has been active for some time among his friends of pro-German sympathies.

## Raid Again Terrorizes Italian Town of Padua

ITALIAN ARMY HEADQUARTERS IN NORTHERN ITALY, Feb. 5.—Padua was again terrorized last night by continuous air raids. Several houses were damaged but there were few casualties.

# AMERICANS MAY BE PLACED IN BRITISH LINES

## Plan Is Made to Speed up Dispatch of U. S. Forces to Trenches

## SUPPLY PROBLEM GREAT

## Men Can Be Sent Across but Continuous Supply Lines Necessary

WASHINGTON, Feb. 5.—In view of the difficulty in finding ships to put American fighting power in France, General Bliss, representing the United States at the supreme war council, is considering with British officials the advisability of starting a flow of American battalions through the British training system to front line trenches in Flanders. It was learned today that a proposal has been made that 150 battalions be assigned for such training.

Congestion at the American embarkation posts in France has been the subject of the suggestion. By diverting units to British ports, and finally transferring them to General Pershing's army, it has been urged that many men could be put on the firing line who otherwise could not be sent forward for months.

Proffers of British and French ships to carry American troops have accompanied urgent representations in behalf of the early movement of any such men as possible. There are intimations that great British transports already have been used to carry American troops.

Supplies Greatest Problem. The question apparently is one of maintaining continuous supply lines, rather than of finding ships to carry the men.

Secretary Baker refused today to discuss any of the questions involved in the shipping situation. Ships are available to transport the men; the problem is keeping them furnished with materials with which to fight.

A million men on the fighting line will require, according to best estimates, from 4,000,000 to 7,000,000 tons of shipping in continuous service across the 3,000 miles of water between America and Europe. The United States can lay its hands on about 4,000,000 tons now and expects to build during the year anywhere from 3,000,000 to 6,000,000 tons more.

Weather Hurts Shipbuilding. While Chairman Hurley was preparing a complete report on the shipbuilding situation, Civil Engineer Frederick R. Harris of the naval bureau of yards and docks, who for three weeks was general manager of the Emergency Fleet corporation, was giving a senate investigating committee an optimistic view of shipbuilding progress. It is possible, Mr. Harris said, for the government to complete this year its original program of 6,000,000 tons of construction.

The president was told by Mr. Hurley that bad weather in January shut construction of commandeered ships fully 60 per cent.

The plan to cut imports from South America and the Orient to release ships for transporting troops and supplies has been worked out at the shipping board's headquarters. The class of imports to be reduced would be left largely to the war trade board, which is in control of imports available. The shipping board will advise the trade board as to the number of neutral vessels and American and French sailing ships possible to put in the trades and trade board will determine what they shall carry.

## Rail Congestion to Keep Ball Players' Wives Home

CHICAGO, Feb. 5.—Wives of ball players and stockholders of the club have been barred from accompanying the Chicago Nationals on the spring training trip to Pasadena, Cal. Pressing business said tonight, owing to limited transportation facilities. The squad will be the smallest in years. The only persons in the party will be the players, newspapermen, Manager Fred Mitchell and the business manager. The players will be expected to travel without trunks.

# NORWAY STICKS TO NEUTRALITY

## Government Asks Supplies and Seeks to Show Aid Given Allies

CHRISTIANA, Feb. 5.—Norway's reply to the proposals from the American war trade board regarding supplies from the United States to Norway, published today, emphasizes the firm resolve of the Norwegian people and government to remain neutral.

"Norway, in her commercial policy, cannot break with one belligerent," the reply says, "without imperiling her general neutrality." The Norwegian government enters no doubts that the United States and her allies will understand Norway's difficult situation. Norway justly claims that the country should not go without bread, thus being confronted with the alternative of complete distress or an agreement that might endanger her neutral position and possibly expose the country to war which in a short time might destroy what the Norwegian

people have taken centuries to build."

The reply also emphasizes the important benefits rendered to the United States and her allies by Norway, especially by Norwegian commercial shipping, which have been attended by great sacrifices in human life and ships.

The reply points out that Norway has endeavored to accommodate the United States so far as she can reconcile this with her vital interests, saying: "Norway offers to the United States and her allies the greater part of her exports in return for supplies necessary for her national health and productivity."

## Four-Minute Men Make Pleas at Local Theaters

Salem's four-minute men are again at work, this time in a plea for artisans who are equipped for work in the government shipbuilding yards to register for the public service. Speakers appeared at each of the Salem theaters last night and will appear tonight and tomorrow night. The speakers are Frank Davey, Walter A. Denton and Walter Toose. Mr. Davey appeared at the Bligh last night, Mr. Denton at the Liberty and Mr. Toose at the Oregon. Tonight Mr. Davey will be at the Liberty, Mr. Denton at the Oregon and Mr. Toose at the Bligh. Tomorrow night Mr. Davey will be at the Oregon, Mr. Denton at the Bligh and Mr. Toose at the Liberty.

## Governor Files Demurrer to Action of Crawford

Attorney General Brown, representing Governor Withycombe in the action instituted against the governor by Robert Crawford, who was formerly manager of the state flax plant at the penitentiary, yesterday filed a demurrer to the alternative writ of mandamus in the suit. Crawford seeks to compel the governor to approve a claim for \$800 bonus money claimed by Crawford. The demurrer to the writ claims that the court is without jurisdiction of the subject of the suit and that the writ does not state sufficient facts for cause.

# FOOD IS HUNTED BY RED GUARDS

## Petrograd Warehouses Seached—Mob, Led by Woman, Seeks Potatoes

PETROGRAD, Friday, Feb. 3.—A general search for food supplies was unexpectedly begun in Petrograd by 5000 red guards, who surrounded warehouses, railway terminals and the larger docks. There was an immediate drop in the price of foodstuffs in the markets. Potatoes fell from 1 1/2 rubles a pound to 70 kopecks; butter from 11 rubles a pound to six rubles.

The food commission has announced an increase in the bread ration from a quarter to a half pound daily. A mob, led by a woman, attacked a brewery where a large supply of potatoes were stored, entered the cellars and refused to disperse, even when the red guards fired. Many of the rioters were wounded.

# BIDS FOR ROAD BONDS DEFERRED

## State Highway Commission to Order Building Only on Main Lines

PORTLAND, Feb. 5.—The state highway commission in session here today indefinitely deferred opening bids for \$500,000 of road bonds and voted to do no road building except on such main line sections as would be available for military purposes, and then only after such work was authorized by the federal government.

The action was taken following the receipt of a telegram from Paul M. Warburg, chairman of the federal issues committee of the federal reserve board in reply to a request for permission to receive bids. Mr. Warburg's message and the committee broadly holds that no expenditure should be made at this time except those that are clearly compatible and essential to the national welfare as distinguished from local interest.

The data on the proposed road building, for the federal approval, will be submitted to the twelfth federal reserve district officials at San Francisco who will act for the Washington committee.

## Washington Rescinds Maximum Flour Order

PORTLAND, Feb. 5.—Scarcity of 24-pound sacks has caused Charles Hebbard, federal food administrator for Washington, to rescind his recent order for maximum sales of flour in 24-pound lots and to authorize immediate return to the use of 49-pound sacks.

Administrator Hebbard, who is in Portland attending a conference of food administrators of the Pacific coast, has notified millers and distributors throughout Washington, however, to strive to utilize all 24-pound sacks at their disposal, in order that flour may be at the disposal of the public in such quantity.

The 24-pound sack order never did apply in Oregon.

## ENTIRELY NAUTICAL

Passengers on water wagons, this year are advised to keep a sharp lookout for hostile periscopes.—Chicago News.

# MONDAY WILL STAY HEATLESS BY NEW ORDER

## Coal Shortage Becomes Most Acute and East Is in Grip of Winter

## TIME LIMIT INDEFINITE

## Many Industries Begin to Close Down—Situation Is Alarming

WASHINGTON, Feb. 5.—With the east facing the most acute coal shortage of the winter and in the grip of the coldest weather in a generation, the government decided today that the heatless Monday program cannot at this time be abandoned.

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoo, attended by a dozen state fuel administrators. There was no official announcement, but a joint statement probably will be given out tomorrow. There had been every indication up to last night that the Monday holidays were over, but reports from Washington by the state fuel administrators that throughout most of the east there is on hand but one day's supply of coal, coupled with the weather situation, were accepted as convincing proof that the present is no time to lift the closing order. Even Mr. McAdoo who up to this time is understood to have opposed the closing plan, was said today to have agreed that under the weather permits an improvement in railroad transportation, the order should be continued in force.

The blizzard has cut coal production and movement to such an extent that officials pointed out tonight, that even had the Monday closings been abandoned industry would be forced to close down to a considerable extent. In fact, reports to the fuel administration tonight showed that in many states plants already are closing in large numbers.

For the first time since coal began to run short fuel administration officials admit that the situation is alarming. Cities all the way from the Mississippi to the Atlantic reported but a few hours' supply of fuel on hand and prospects poor for obtaining anything like the quantities needed.

## Y. M. C. A. Seeks Promise Soldiers Will Read Bible

TACOMA, Feb. 5.—An increase of 15 cents in the bus fare paid by soldiers between Tacoma and Camp Lewis will be made effective in a few days when soldiers and camp attaches alike will pay fifty cents for one way transportation. The bus drivers petitioned for the increase.

The exemption board today granted discharges to these men: Ewell V. Saylor, Terry Mont; Julius B. Ragatz, Fairfield county, Cal.; Glen H. Tedrow, Lakeview, Wyo.; Aubrey E. Perry, Bend, Ore.; Thomas B. Pollard, Dawson, Mont.; John Norman Schumpff, Iramie, Wyo.; Joseph P. Hinz, Casper, Wyo.; Charles Johnson, Laramie, Wyo.

Camp Lewis, W. M. C. A. secretaries are assisting in the campaign to obtain promises from at least half of the men in the United States army to accept and read testaments which the association is giving away. Two well known boxers, George H. Retf and Teddy Rheiner, casual company, 166th depot brigade, have obtained promises from two-thirds of the men of their company.

# WILSON TALKS ABOUT TONNAGE

## Problem of Getting Troops and Supplies Abroad Fully Discussed

WASHINGTON, Feb. 5.—President Wilson took up personally the shipping problem tonight and at a conference with E. N. Hurley, chairman of the shipping board, went into the great problems of procuring tonnage for the movement of American troops and supplies overseas.

Every phase of the question was discussed, including the progress of the government building program, plans for obtaining allied ships for transporting soldiers and negotiations with the European neutrals for tonnage to release American vessels for trans-Atlantic service. The president was particularly interested in the proposal to obtain additional ships by reducing imports probably one half.

It was indicated today that one of the chief topics at the recent session of the supreme war council at Versailles was that of finding ships for the great purpose. A big American army is substantially ready to go before it is sent the war department wants to be assured it can be supplied.

## Northwest Lumbermen Talk on Conditions of Sale

SPOKANE, Wash., Feb. 5.—Discussion of conditions of sale in the lumber business of the Pacific northwest occupied much of the time of the twelfth annual session of the Western Pine Manufacturers' association here today. Election of offi-

# THINGS THAT NEVER HAPPEN



cers and decision on a trade name for the product of members of the association, which covers Washington, Oregon, Montana and Idaho, was postponed until tomorrow.

Members of the association were entertained at a banquet tonight.

# CASTOR BEANS INVESTIGATED

## War Department Encourages Planting of 5,000 Acres This Season

SACRAMENTO, Feb. 5.—Inquiry received from farmers in California regarding the cultivation of castor beans urgently needed for the extraction of castor oil used as a substitute in airplane engines, have caused George H. Hecke, state commissioner of horticulture, to conduct an investigation to ascertain the market value and to learn the cost of production.

Thus far it has been established that an average yield of castor beans in California is about twenty bushels to the acre, which based on the announcement of the chief signal officers of the war department that the government will pay \$5.50 for a forty-six pound bushel, 70 c. for the nearest round, insures a gross return of \$70 an acre. Government contracting with the government for the sale of beans will be furnished seed at the cost, plus transportation charges.

Little information is available concerning the cost of growing and harvesting a crop of castor beans. They ripen slowly and irregularly and are gathered by hand.

Efforts to encourage the planting of approximately 5,000 acres of castor beans in southern California have been made by the war department, according to information furnished commissioner Hecke by the state council of defense.

Castor beans have been grown commercially in California but the industry was abandoned because of a drop in the price of castor oil made it unprofitable. Government records by commissioner Hecke show that considerable acreage was planted to castor beans in Orange county a number of years ago and that the production in the vicinity of Marysville, Yuba county, many years ago resulted in the establishment of a castor oil refinery there.

# TRADE AFTER WAR IS OBJECT

## Government Publication to Begin Task of Preparing for New Period

LONDON, Feb. 5.—To assist in the gigantic task of re-establishing and increasing British trade and industries after the war, is the object of a reorganized government publication, the Board of Trade Journal, which appears this month.

"We propose," says Albert Stanley, to secure for our business men information from all parts of the world. The commercial intelligence system will be developed and extended, and every effort will be made to secure reliable and up-to-date information. Some of this information must necessarily be for private circulation and some for special classes of readers.

One manner of distributing information which is described in the first issue of the new Journal is a system of confidential advisers. These will aim to supply British leaders with special information regarding possible importers in certain foreign countries. This will be supplied confidentially from the British representatives overseas.

## SHE DIDN'T KNOW

He: Poor Brown! He has lost all his money in a wildcat mining company.

She: Mercy! I didn't know you had to mine for wildcats.—Boston Transcript.