

EDMONDS CHARGES SHIP GRAFT HERE

Congressman Declares Unchecked Waste and Extravagance Cost U. S. Millions

COMPLAINED TO BENSON

Cost of operating the American merchant marine was raised to unheard-of figures by graft which was permitted to run unchecked in affairs of the United States shipping board, according to an assertion today by Congressman George W. Edmonds of New York, chairman of the merchant marine committee of the House, who has conducted a personal investigation which, he says, has brought to light enormous expense, graft and waste.

In the course of the interview he read a letter sent to Admiral Benson, chairman of the board, complaining of conditions in this port, and advising that a saving of \$5,000,000 annually could be effected by a sane system of purchasing for vessels that put in here.

"The crooks are trying to push our merchant marine off the face of the ocean," said Edmonds. "Men of repute have been transformed by the almost universal desire to share in the graft. The desire to make money on the part of Americans is doing more to hurt our merchant marine than any competing foreign power or discriminatory acts of laws could ever hope."

Many Methods of Graft

"The reports of the detectives reveal an infinite number of methods for making it so expensive to operate our ships that a continuation of these methods is certain to ruin our merchant marine," said Mr. Edmonds. "There is the case of one man who said he had charged \$118,000 to do a repairing job to ships that would ordinarily cost only \$25,000 because there were a number of men who had to be 'taken care of.'"

"In another case there were two ships lying in drydock being repaired. One of these was a contract job for a private concern, while the other was a government ship being repaired on the cost-plus basis. A large number of repair men would enter the government ship, walk through it to the contract job lying at its side and then their time would be charged up against the government job.

"An enormous amount of money was made by the subsidiary repairing companies, that were favored by the shipping board officials in charge of setting the contracts. These favored companies had no competition. There were no attempts to get a number of competitive bids. The concerns enjoying the favoritism bid whatever they chose for a job and were awarded the contract without further ado.

Got \$15,000 Dividend

"In the case of one company, a stockholder was paid a \$15,000 dividend on an investment of \$2000. That is merely typical of the profits that were extracted. The whole scheme was very law to say the least. It was visible at Hog Island in the construction period. Thousands of men stood around the job doing absolutely nothing, while the contractor was paid a 10 per cent bonus on the salaries paid to the workmen.

"In the course of our investigations we ran across a bill of \$5200 that was charged by a Philadelphia firm for fur-

Probe of Shipping Board May Be Continued Here

Hearings by the Walsh congressional committee, which is investigating charges of graft and mismanagement against the United States shipping board, will probably be continued in Philadelphia in two weeks, Representative Walsh said today in New York. The investigation in New York will not be completed for two weeks. Then hearings will probably be held here and in Washington.

Shipping supplies to a ship here. Investigation showed that at any of the wholesale food houses here that bill of goods could have been purchased for \$1000.

"One of the antiquated methods that has aided in the inflation of the cost of operating our ships is the continuation of the system of buying through ship chandlers. The modern method of contracting in bulk is apparently unknown to the shipping board men. The institution of that system would enable the government to save \$5,000,000 in Philadelphia alone according to an estimate based on the discoveries made here. The condition here, moreover, is only typical of that to be found in every port in the country.

"The Philadelphia situation was called to Admiral Benson's attention in a letter written by a local shipping man who was conversant with the conditions here. I do not know of anything that has been done to remedy the conditions complained of.

"Another company here has allocated to it by the shipping board, the duty of operating certain ships. That company has taken a stenographer and a bookkeeper in its employ and formed them into a subsidiary supply company. By means of that system, the bookkeeper and stenographer ostensibly buy the supplies and then furnish them to the company at an increased figure. But is just one of the means that has been employed to inflate the profits that the company makes from the shipping board business.

Bryan Here Tonight

William Jennings Bryan will speak tonight in the Fourth Presbyterian Church, Forty-seventh street and Kingsessing avenue, on "But Where Are the Nine?"

Clement Finds No Corrupt Ship Deal

Continued from Page One
operation to meet conditions created by decreasing freight rates.
Commander Clement expressed his opinion that operating accounts had never been returned in what he would term a proper method of accounting. Citing as examples individual voyages of certain ships, he indicated that under the old agreements operators were not receiving adequate compensation.
Explaining the terms of operating agreement No. 3, he said the operator was paid \$200 for each ship, with an additional fee of seven to ten cents a month for each deadweight ton. Such compensation, he declared, was, generally speaking, not sufficient under present conditions to enable operators to handle the ships and operate efficiently.

Handling 1100 to 1200 Ships

Commander Clement testified that the shipping board now is handling under operating agreements with steamship companies 1100 to 1200 ships. Those out of commission at present, he explained, are for the most part vessels which could not be operated in competition with those of steel construction.

Reverting to the subject of accounting, the witness suggested that receipts from the operation of vessels should be deposited in a bank designated by the shipping board subject to check by the controller.

Under the present method of book-keeping, he said, it is impossible for the board to determine what moneys are its own except by sending auditors to check operators' accounts.

"One of the first things Admiral Benson ordered," he added, "was to establish a better and more efficient system of accounting."

Plans being worked out by the controller at present, he said, include devising a system of standards for the purchase of provisions and other supplies for ships and the establishment of a commissary department to relieve captains and agents of the necessity of buying supplies from local sources in foreign ports. About half of the vessels now carry a shipping board representative in the person of a supercargo. Admiral Benson probably will be asked to testify before the committee when it adjourns its hearings to Washington. It was intimated by Representative Joseph Walsh, Massachusetts, chairman.

This was taken in part as the answer

PIEZ CALLS GRAFT CHARGES "ABSURD"

Chicago, Nov. 11.—Charging that the Walsh committee investigating wartime shipbuilding was "sensational hunting" and playing politics, Charles F. Piez, former director general of the Emergency Fleet Corporation, last night branded the charges contained in a report to the committee released in Washington untrue.

He referred to the Walsh investigators as a "big water committee," intimating that they are inspired by a

3 BODIES TAKEN FROM SHIP

Nine Are Hurt in Explosion on Freighter in New York
New York, Nov. 11.—(By A. P.)—Three bodies were discovered this morning in the hold of the Morgan line steamship El Mundo, on which nine men were seriously injured yesterday when one of the vessel's fuel tanks exploded while she was tied up at her Hudson river pier.
Latest reports from the rescuers last night indicated that there had been no loss of life.
None of the three bodies could be identified. Morgan Line officials said they probably were members of the shore gang working on the freighter when the explosion occurred.
The bodies were discovered early today in the burned areas below decks. El Mundo today lies beached on the Communipaw flats, near Ellis Island. Fire-fighters last night towed the blazing ship out of the congested section of the harbor.

Negro Robbed of \$22.50

James Adams, twenty years old, a negro, of Third and Spruce streets, was held up by two white men on Haddon avenue last night and relieved of \$22.50.

To Lecture on Animals' Motion

"The Production of Motion by Animals" will be discussed by Uric Dahlgren, professor of biology, Princeton University, this evening at the Franklin Institute.

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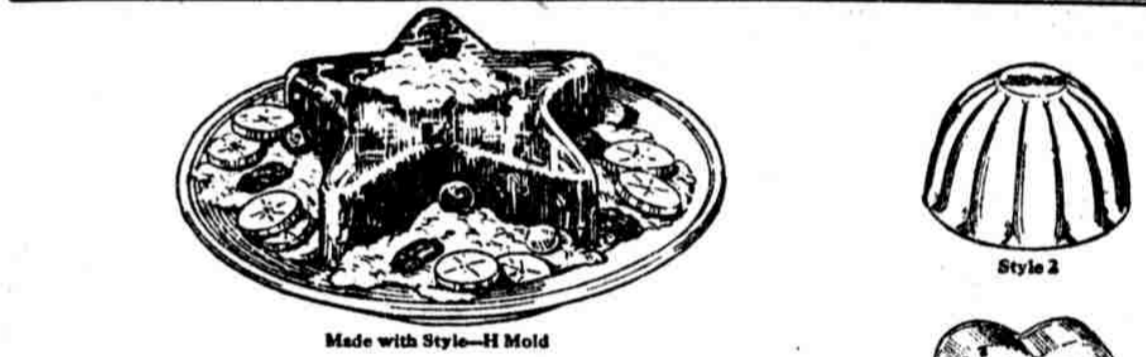
If you are wise you'll have a bottle of Sloan's on the shelf, at home, and in the shop. Just spread it over the aching part, it penetrates without rubbing, it stirs the blood to action, and quickly will come grateful warmth and relief. You'll be back on the job comfortably the next day. Good for rheumatic twinges, neuralgia, lumbago and most any "external" pains that are all the time coming. At all druggists. 35c, 70c, \$1.40.

Sloan's Liniment

The World's Pain's enemy

14 Gifts for Thanksgiving

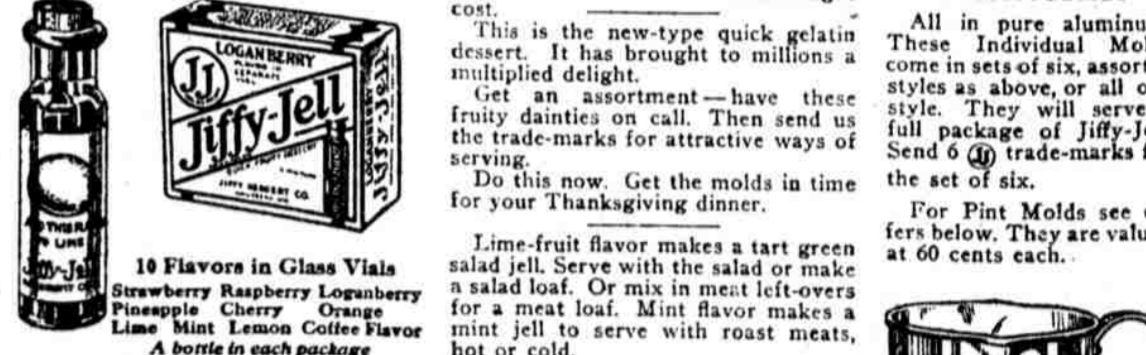
Free to women who serve Jiffy-Jell Desserts



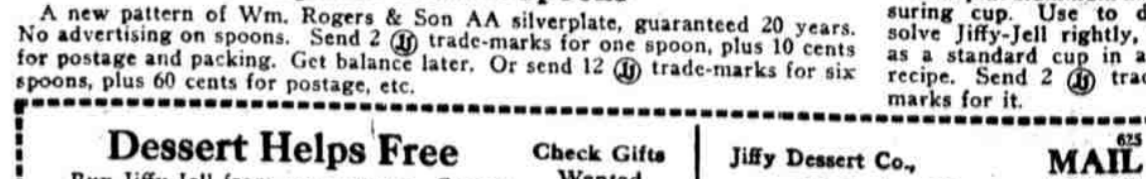
Abundant Fruit

In bottles in each Jiffy-Jell Dessert

Let us help you serve Jiffy-Jell in a dainty way Thanksgiving. Get these free molds now.
Jiffy-Jell is a quick real-fruit dessert. The flavors are condensed fruit juice in liquid form in glass.
There's a wealth of fruit. We use, for instance, half a pineapple to flavor one dessert. The fruit is crushed in Hawaii—fruit too ripe to ship.

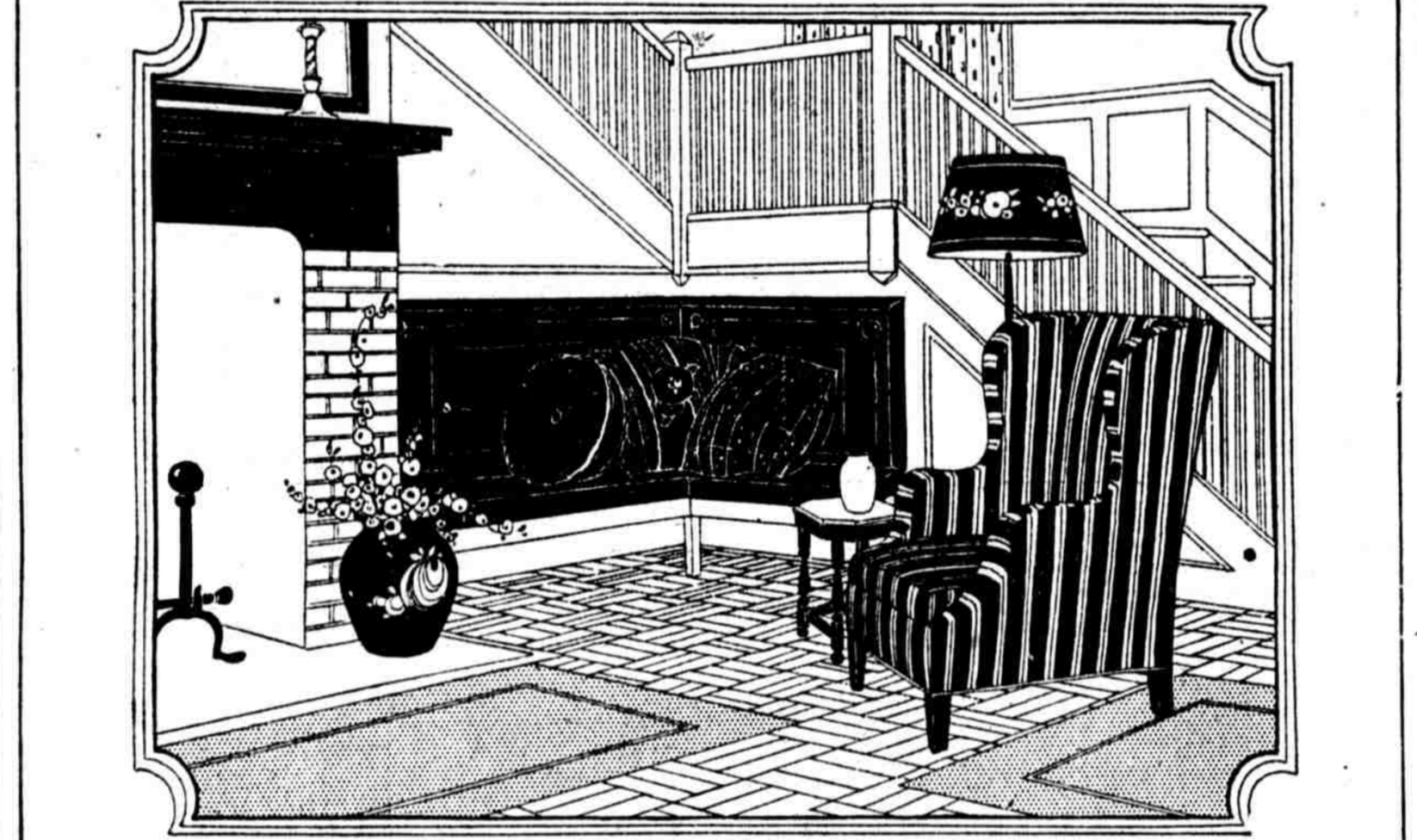


Do this now. Get the molds in time for your Thanksgiving dinner.
Lime-fruit flavor makes a tart green salad jelly. Serve with the salad or make a salad loaf. Or mix in meat left-overs for a meat loaf. Mint flavor makes a mint jelly to serve with roast meats, hot or cold.



Exquisite Dessert Spoons
A new pattern of Wm. Rogers & Son AA silverplate, guaranteed 20 years. No advertising on spoons. Send 2 (A) trade-marks for one spoon, plus 10 cents for postage and packing. Get balance later. Or send 12 (A) trade-marks for six spoons, plus 60 cents for postage, etc.

Dessert Helps Free
Buy Jiffy-Jell from your grocer. Cut out the (A) trade-marks in circle on front of package. Send us 6 for any pint mold or the set of Six Individual Molds. Send 2 for Jiffy-Cup or 2 and 10 cents for the spoon.
The Pint Molds are as follows:
Style-B—Heart-shaped like Style 8 above.
Style-C—Printed like Style 6 above.
Style-D—Pint Mold.
Style-E—Pineapple Mold.
Style-F—Star-shaped—see dessert at top.



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You can choose colors and patterns that blend harmoniously with your rugs, draperies, and furnishings, carrying out the color scheme of room or suite. And you get linoleum whose long wear and lasting beauty are assured by the rigid tests to which every yard is subjected, in the most modern and scientifically operated linoleum plant in America.

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