

SPENCER HITS AT S. P. ATTORNEY

Question of Who Did Not Develop Oregon More Vital Than Attorneys' Quarrel.

Arthur Spencer, general attorney for the Union Pacific at Portland, takes a shot at Ben C. Day, the Southern Pacific legal light, who came out in the press of the state with the claim that the Southern Pacific is the railroad that has done all the planning for future development of southern and extreme southeastern Oregon. The row started over the order of the government to divorce the Southern Pacific from the Central Pacific railroad. If such an order stands then the Central Pacific will very likely fall under control of the Union Pacific, and therein lies the bone of contention between the two great railroad systems.

It will be seen that claims are laid as to which railroad has developed Oregon, but the general opinion is when the maps of other states are compared with Oregon that neither road has done a whole lot in late years to make Oregon a better place to live in insofar as reclaiming new territory goes.

Mr. Spencer's letter follows:

To the Editor:—We have read with interest rejoinder of Mr. Ben C. Day of the Southern Pacific lines to our assertion that the railroad construction in Oregon began with Union Pacific control when the Union Pacific was compelled to divest itself of Southern Pacific control in the beginning of the year 1913.

He in effect asserts that Mr. Harriman caused the development, and that it was made with Southern Pacific money. The Supreme Court of the United States, however, found that Mr. Harriman's control of the Southern Pacific resulted from the Union Pacific's ownership of 45 per cent of the stock of the Southern Pacific. The opinion of the Supreme Court (226 U. S., page 96) then proceeds: "Reaching the conclusion that the Union Pacific thus obtained the control of a competing railroad system, and thereby effected a combination in restraint of trade within the meaning of the Sherman act, the question remains, 'What should be the relief in such circumstances?'"

It therefore appears that it was Union Pacific control that directed the expenditures made in the construction of the Southern Pacific lines in Oregon.

More important, however, than this history is the assertion now made by

the Southern Pacific that the entry of the Union Pacific into Western Oregon would deprive railroads whose trunk lines (except for the railroad from Astoria to Portland) merely enter the state to a terminal, of the Oregon business now turned over to them by the Southern Pacific. We submit that if Oregon transportation lines are to be sustained and extended they are justly entitled to the Oregon business and if the policy of diverting it to rail lines located through other states is to be followed, Oregon cannot be held to complain of the failure of railroad construction and development in Oregon.

If a home road, maintaining its principal offices and its general terminals at Portland and having its main line through the state, must see this business diverted from it as suggested by the Southern Pacific, and is to be barred from entry into the field where this business originates, what consideration obtains to induce or permit the home road to invest millions in construction that is not to be sustained by the tonnage that originates in Oregon territory and is diverted therefrom over foreign routes?

ARTHUR C. SPENCER.

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FROSTY NIGHTS AT STARKEY

STARKEY, July 4. — Last week was marked by fine weather with some rain. While reports from the valley indicate that there is plenty of warmth down La Grande's way, Starkey people enjoyed frosty nights.

Antone Vey and wife spent the night at the J. S. Rose home. They were on their way to Sheep Ranch for a stay of a few days. Mr. Vey's riders brought in a fine band of horses for their summer range at Sheep Ranch.

Tom Gibson, sheepman of Burch creek, passed through Starkey Thursday on his way to see his bands of sheep that are on the range. The sheep passed through Starkey the previous Friday.

Mr. and Mrs. J. D. Heldrich of La Grande were out last Thursday

for a day's outing. It has been 23 years since Mr. Heldrich has been out in this part of the country and he recognized many changes. Cars are now passing through Starkey on their way to Lyman's springs, which is open for the summer.

Mrs. Ward Smith and little daughter, June, spent the week with Mrs. Smith's parents, Mr. and Mrs. B. E. Burnett, of La Grande.

Mrs. J. S. Rose received 200 day-old chicks, all being in fine condition. They were sent from Colfax, Washington, and are of a fine healthy strain of S. C. White Leghorns.

G. F. Hakey brought out a load of flour and groceries Thursday for Antone Vey, Jr., to Starkey.

Mr. and Mrs. Jack Starkey spent the day with the J. S. Rose family last Sunday.

B. L. Sullivan received a letter from his wife, who is in Pendleton, saying that she is now able to return home as her health is greatly improved. The health of their children is also improved.

Bert Rose is working this week

for Jack Starkey, cutting thistles weeds on his ranch.

J. S. Rose has finished hauling stock suit to Sheep Ranch. He will haul a load of flour next.

Tom Rose made a trip to Carson mines for R. L. Williams the trapper. He brought out his traps and other effects which were stored at Woody.

Why "Spinster?"
The term "spinster" applied to an unmarried woman is an actual reference to the spinning wheel. In olden times women were prohibited from marrying until they had spun a full set of bed furnishings; thus, before their marriage they spent much time at the spinning wheel, and were, therefore, known as "spinsters."

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