# SPROULE SURVEYS OREGON OFFICES

Prompt Service Is Pledged by New Head of Southern Pacific System.

## TRAFFIC MEN AT LUNCHEON

Task of Separating Business Heretofore Connected With O.-W. R. & N. Is Big-Road Building in State to Be Pressed.

Prompt, pleasant and efficient service to the public is the aim uppermost in the plans of William Sproule, president of the Southern Pacific Railroad, who arrived in Portland yesterday morning

on his first inspection trip since assuming his new office on October I.

Mr. Sproule is preparing for the administration of the lines in Oregon under management independent of the O.-W. R. & N. Company, in accordance with the policy of segregation outlined by Harriman officials when the system was reorganized a month ago. His present visit is for the purpose of present visit is for the purpose of studying the local situation and of organizing the Portland office and the jurisdiction of the Oregon lines in

keeping with the new plan.

That the operating, traffic and purchasing departments will be represented by executive heads in Pertland already has been determined. Appointments to the various positions created by the changes will be made as soon as Mr. Sproule and his associates have had time to study the field thoroughly. Officials in Conference.

The Southern Pacific president was accompanied to Portland yesterday by E. O. McCormick, vice-president in charge of traffic of the Southern Pacific. They were joined here by E. E. Calvin, vice-president in charge of operation, who arrived in Pertiand Tuesday night. Most of their time was spent in consultation with J. D. Farrell, president of the O.-W. R. & N. Company; J. P. O'Brien, general man-ager; R. B. Miller, traffic manager of the O.-W. R. & N. Company, and other

The visitors were the guests of the local men at luncheon at the Commer-cial Club yesterday. Mr. Sproule, Mr. McCormick and Mr. Calvin were joined by Mr. Miller and the following O.-W. R. & N. officials: William McMurray, general passenger agent; Frank W. Robinson, general freight agent; Harvey H. Lounsbury, assistant general freight agent; John M. Scott, assistant general passenger agent; Harvey Beck-with, manager of Wells, Fargo & Co. in test city, and W. E. Carpenter, super-intendent of Wells, Fargo & Co. at Se-attle. Previous to his advancement to his present office Mr. Sproule was pres-ident of Wells, Fargo & Co.

Adjustment Work Big. While the reorganization of the system and the segregation of the Southern Pacific's Oregon property from the O.-W. R. & N. Co. will not effect no-ticeable changes in the conduct of the

business, it is a task that requires much painstaking labor on the part of the officials. It will be several weeks before the new order is firmly estab-lished, but business under the readjust-ment will be started November 1. "It is apparent," said Mr. Sproule

yesterday, "that I cannot have completorganization, for I have been on the Coast only ten days. There was much to do in the San Francisco office and the work there has not been fin-ished. We consider the Oregon territory among the most important in the entire Southern Pacific jurisdiction, and for that reason we hastened our visit to Portland.

"There is only one thing that I have firmly determined, however, and that is that the aim of this road shall be to serve the public promptly, pleasantly and well. All our organization tends to that end.

Extension Projects Factor. "We want to get the point of view of the public and we want the people to get our point of view. We should have a thorough understanding with one an-

other. "We are going to maintain heads of every department for the Oregon lines in Portland, as in the past. While all the work will be carried on under my jurisdiction, the eperating, traffic and purchasing departments will be repre-sented in Portland. It may be a few weeks before we get our organization completed. This is merely a prelimi-nary trip. When I come here the next time I expect to be better acquainted with the situation and will be better able to discuss local affairs." Mr. Sproule said that the various de-

all sproue said that the various de-velopment projects now in progress in Oregon, including the Natron-Klamath cut-off and the Coos Ray road, will re-ceive his early attention. He has not learned enough about them since be-coming president of the road to be fully acquainted with them.

## 250 CANADIANS COMING

J. M. Scott, of O.-W. R. & N., Causes Two Excursions to Form.

Two special train parties of Canadian tourists will come to Portland early in January, as the result of the efforts of John M. Scott, assistant general passenger agent of the O.-W. R. & N. Co pany, who returned to Portland yesterday after a three weeks' business mis-

day after a three weeks' business mis-sion to various points in Alberta. The first party will arrive January 5 and the second January 20. Each party will be here a day and will be entertained by Portland committees, It is probable that the two trains will carry an aggregate of 250 persons. California is the destination of both parties.

Last Winter but one excursion of the kind was conducted through this city. While the going trip allows them but, a single day in Portland, they are privileged to spend as much time as they please here within the limit of their tickets on their way home. Many Canadians plan to spend from a week to six weeks in Portland next Spring. Mr. Scott found business conditions in all Canadian cities that he visited exceedingly prosperous.

## PIES FOR HALLOWE'EN

Big-deep-rich — spicy—glorious— fragrant — wholesome Royal pumpkin ples for Hallowe'en. Two for two bits. Order early. Either Washington or Morrison-street branch Royal Bakery & Confectionery.

Write for our bargain list of 100 slightly used planos, uprights, players and grands. Kohler & Chase, 275 Washington street.

PRESIDENT AND VICE-PRESIDENTS OF SOUTHERN PACIFIC COM-



IF DANGEROUS, COUNTY COURT TO REPAIR, SAYS GRANT.

Council Committee Instructs City Upon Broadway Span.

Is the Burnside bridge dangerous to streetcar traffic? This question came up before the bridge committee of the Executive Board at Its meeting yesterday afternoon. An opinion from City Attorney Grant was read to the effect that it is the duty of the County Court to have the bridge repaired, if it is dangerous and can be put in good shape, but that if it cannot be satisfactorily repaired it is the city's duty to proeed to secure another structure to re-

City Engineer Hurlburt was called in and instructed to inspect the bridge

and report.

Mr. Hurlburt's deputies are making soundings in the Willamette at Wood street, the proposed location of the new South Portland bridge. The Council appropriated \$2000 for this purpose. The Portland Railway, Light & Power Company's claim for \$374.85 for the expense of cutting off its streetcar rails April 24 to allow the Hawthorne bridge to be operated, was temperarily held up. The statement was made at the meeting that the expansion last Summer caused the lift span to stick through defects in the bridge construc-

Head of "Soo" Line Visits City. E. Pennington, president of the Min-neapolis, St. Paul & Sault Ste. Marie Railway, the Canadian Pacific's lines in America, popularly known as the "Soo" road, was a visitor in Portland

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and Lungs

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yesterday. Mr. Pennington, it is said, remains more closely to his office in Minneapolis than any other railroad president and his visit to Portland was his first to this city in many years. He spent most of the day in sight-seeing. Mr. Pennington is accompanied by his wife and daughter and Mr. and Mrs. W. A. Read, of New York. They are traveling in Mr. Pennington's private car and are touring the Northwest

AVO

## FUTURE DISMAL

Measure Excluding Oil Places From City Is Favored.

The new oil tank ordinance, excluding tanks from the city, probably will be reported favorably to the City Council at its next meeting as a ma-jority of the members of the health and police committee, to which the proposed ordinance was referred, are in favor of its passage. Councilman Jennings, chairman of



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Mrs. Frank Marti, 417 Church St., sayat "Foley's Honey and Tar Compound saved the life of our beloy boy. He contracted a severe bronchial trouble and coughed violently and had spells of coughing and gagging and turned black in the face. I always had great faith in Foley's Honey and Tar Compound and started giving it to the child. In a short time he was relieved and finally the cough was entirely stopped and the coughing and gagging spells ceased bothering him. He got wall in a short time, galining in weight and getting robust. Foley's Honey and Tar Compound has many times asved us trouble and this with the wonderful cure in buby's case shows its great merit. We are never without Foley's Honey and Tar Compound. We always keep it in the house."

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the committee, said last night that the representatives of the oil corpo-rations and the people would be given an opportunity to be heard at the next meeting of the committee, at 11 A. M. November 3.

"Unless something should develop to change my mind between now and the time of the committee meeting." said Councilman Jennings, "I shall favor the passage of the ordinance. I think the oil tanks ought to be outside the

Councilman Maguire also declared himself against the tanks being allowed within the city limits. The tanks ought to be outside the city, and then we will save all this trouble for all time," he declared. "I shall vote in favor of the passage of this new

in favor of the passage of this new ordinance unless something changes my mind between now and the time of the meeting."

The largest interest to be consid-ered is the Standard Oil Company, which has its big plant adjoining the plant of the Union Oil Company, which was wrecked in the recent fire and explosion. The Union has a lease on the old site to run for a term of years, and also holds property in South Port-iand. The Standard, it is believed, has made no effort to move.

### WRITE-UPS FOR HOOSIERS essful Indianans in Northwest

Great Northern Subjects.

Former residents of Indiana now livng in the Northwest are to be "featured" in the newspapers of their "old home" state through plans formulated by the Great Northern Railway. Agents of the road have been asked to obtain brief testimonials from Hoos-iers who have been successful in the Northwest. It is not necessary that a

THE ADDITION WITH CHARACTER If you buy in Laurelhurst there will never be a regret. If you build and live in Laurelhurst you will never tire of the district, the surroundings, the magnificent view of mountains, the quiet, refined restful atmosphere. WE WILL FINANCE THE BUILDING OF YOUR HOME IN LAURELHURST, so that you can enjoy the many delights of living in the best improved residence section of Portland. We can show you how to build a home in Laurelhurst on the money that you now pay for rent. Come in and let us show you how this More than \$75,000 worth of Laurelhurst property has been sold since October 1, and nearly every lot buyer is a home-builder. Laurelhurst offers more to you than any other residence district in Portland. It offers an elegant home-site in the best improved addition in the city for \$850 and up a lot. Terms 10 per cent down and 2 per cent a month. Only 15 minutes by carline. Three carlines to the property. Mead & Murphy, Sales Agents Phones: Main 1503, A 1515 Office 522-526 Corbett Building Office at Tract. Phone East 989. Ask for Salesman. A comfortable home It is estimated that there are thoupoint of view.

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