

SHIPPERS CAN AID, MR. SPROULE SAYS

'Northern' Rail Lines Planning Interchange of Traffic for Oregon's Relief.

PORTLAND TO BE GATEWAY

Object Is to Provide Greater Market for Willamette Valley Mills, Says President of Southern Pacific Railway.

(Continued From First Page.)

could have been relieved had Mr. McGowan and his employees been willing to load their cars on Sundays. Mr. McGowan replied with more or less heat that he is willing to work his men on Sundays any time that the Southern Pacific is willing to furnish cars, even though he is forced to pay the men time and a half.

Six Promised; Three Sent. He pointed out, too, that on one recent Sunday the railroad promised to furnish six cars. He called out enough men to fill those cars. Only three cars showed up. Had the more cars not needed, but he had to pay them all the same.

President Sproule's testimony at the afternoon session was interesting and illuminating and reflected the disposition of the Southern Pacific to cooperate in relieving the situation. N. Teal, attorney for the lumber manufacturers, interrogated Mr. Sproule on the probable effect of opening the Portland gateway on the car situation and the flow of traffic generally.

Cars Per Mile Compared. Mr. Teal pointed out, from a statistical report at hand, the unfavorable difference in the number of cars per mile owned by the Southern Pacific, compared with other Western roads. "The number of cars per mile is not always a criterion," replied Mr. Sproule. "The density of traffic controls, and when measured by that standard I think you'll find the Southern Pacific compares favorably with its competitors."

It is always our policy to build up the industries in our territory," continued Mr. Sproule. "For instance, our plan to open the Portland gateway is to furnish a market for the Willamette Valley mills. When we order equipment we invariably specify that the lumber to be purchased from mills on our line."

In discussing the policy of the carriers in giving preference between long-haul and short-haul movements, Mr. Sproule explained that the idea is to make each car do the maximum amount of work. If the shippers will in their contracts provide for the benefits of such a practice, he emphasized that the necessary delay either at the loading or the unloading point but added to the shortage and accentuated the difficulty of the individual shippers.

Per Diem Increase Suggested. Mr. Teal asked Mr. Sproule whether an increase in the 45-cent per diem charge which the railroads pay one another for holding cars would not tend to relieve the shortage by forcing cars back to their home lines.

Mr. Sproule replied in the negative, saying that in certain periods like the present the carriers will pay almost any price to keep the cars. In past years the Southern Pacific has started cars in the East in the hope that the heavy demand in the East this practice has not been possible this year. He added that the heavy movement of commodities destined for export to Europe, together with the closing of the Panama Canal, have added much to the railroad congestion and consequent car shortage this year.

Long Prosperity Here Predicted. Mr. Teal sought to impress upon Mr. Sproule and the other Southern Pacific representatives to assemble all the mills in the territory and to develop the lumber industry of the Northwest will be centered principally in the Willamette Valley.

"I am aware of that," said Mr. Sproule. "I have just passed 10 days in the valley and other parts of Western Oregon, and never saw the district look so prosperous. I am satisfied that Oregon is on the eve of substantial and long-continued prosperity."

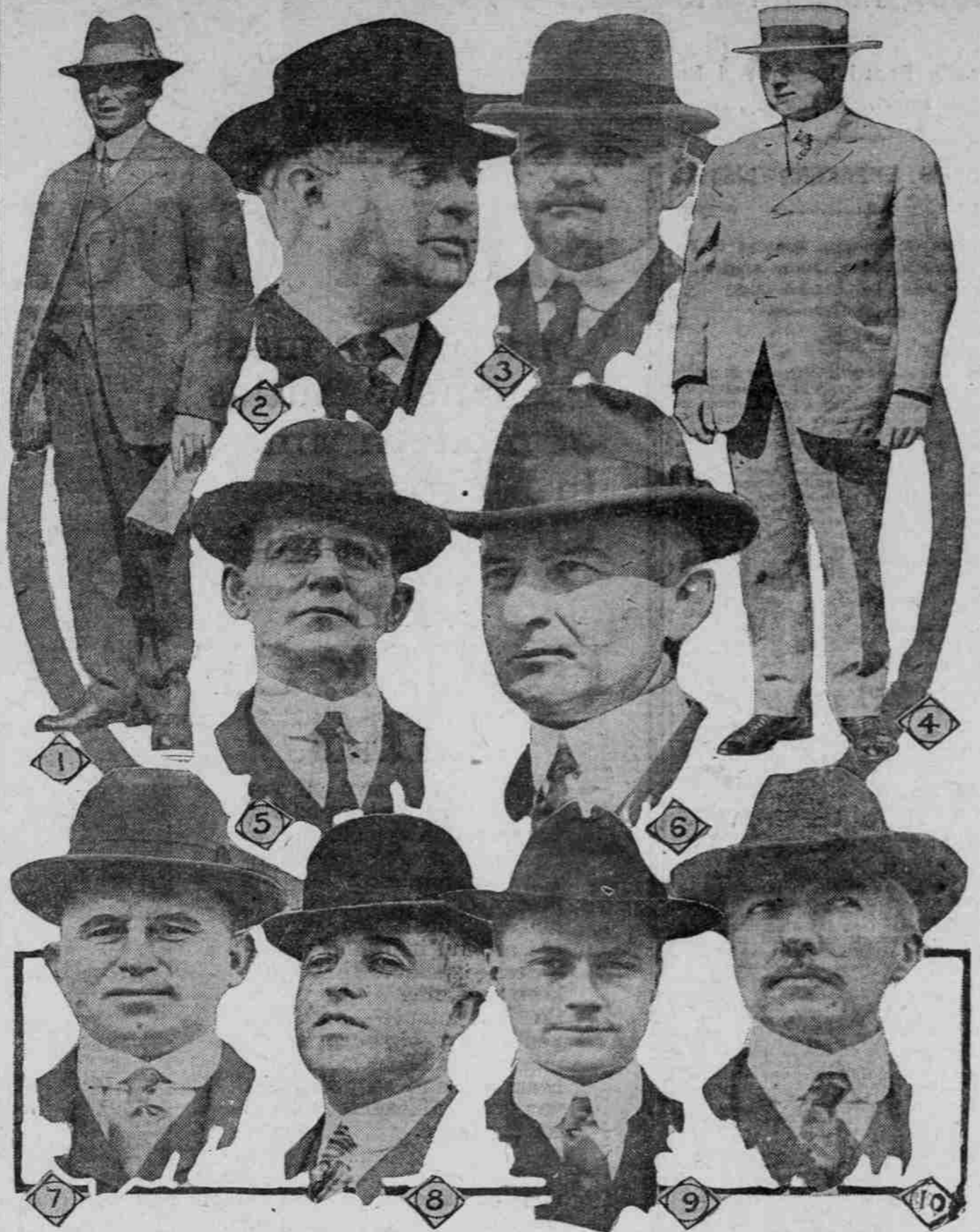
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Efficiency Compared Favorably. "I conclude from that that the Southern Pacific compares in efficiency very favorably with its neighbors," responded Mr. Sproule, smiling.

Remedy Hard to Suggest. "As for a remedy, you can see by the evidence that has been presented here today how hard a nut that is to crack," Mr. Sproule explained, as had been done earlier in the day by Mr. Scott, that the Southern Pacific now has trucks for delivery from the manufacturers an aggregate of 3500 freight cars, which will afford substantial relief.

Extra Cars Still to Come. Before leaving the stand Mr. Sproule assured the Commission and the lumber men that the practice of sending 50

RAILROAD OFFICIALS AND LUMBERMEN WHO ATTENDED PUBLIC SERVICE COMMISSION'S INVESTIGATION OF CAR SHORTAGE YESTERDAY.



(1) A. C. Dixon, Manager Booth-Kelly Lumber Company. (2) J. F. Richardson, Southern Pacific Car Service Agent. (3) C. W. Martyn, Assistant Superintendent Southern Pacific. (4) W. R. Scott, Operating Vice-President. (5) H. L. Walter, Chief Clerk, Operating Department. (6) Jay S. Hamilton, Black Rock Lumber Company. (7) J. H. Dyer, Assistant General Manager Southern Pacific. (8) J. C. McDonald, Assistant Superintendent of Transportation. (9) Ben C. Dey, General Attorney. (10) W. S. U'Ren, Car Distributor.

SPEAKERS TO COME

Hughes Alliance Invites Three Representatives.

Nearly 1000 Branches Will Be Entitled to Send Delegates to Meeting to Be Held in Portland October 7.

At the request of the officials of the Oregon state branch of the National Hughes Alliance, the Republican State Central Committee, through Secretary E. D. Baldwin, has asked the three Oregon Representatives in Congress to address the state-wide conference of the Alliance to be held in Portland October 7. Telegraphic replies to the invitation are expected to arrive today.

RAILWAYS REDUCE RATES

Lumbermen in attendance were: E. G. Donaldson, traffic manager Willamette Valley Lumbermen's Association; J. N. Teal, attorney Willamette Valley Lumbermen's Association; J. O. Bailey, assistant attorney-general; R. L. Donaldson, J. A. Sletta, J. C. Harrison, Sunnyside Lumber Company; R. A. Cowden, Silverton Lumber Company; Silverton Lumber Company; Spaulding Logging Company; Portland; L. S. Hill, Brown Lumber Company; Portland; S. B. Cobb, Willamette Valley Lumber Company, Portland; G. T. Currier, Lyons Mills Lumber Company, Lyons, Ore.; Carl E. Fischer, Sheridan Lumber Company, Jay, Ore.; Western Lumber Company, Black Rock; J. Westworth, Portland Lumber Company, Mill City; Charles McGowan, Ewauna Box Company, Klamath Falls; E. Baenard, Buxton Lumber Company, Buxton; N. J. Sykes, Charleston Logging Company, Portland; H. C. Clair, Twin Falls Logging Company, Portland.

CAR SHORTAGE HITS BAKER

Three Mills Say They May Be Forced to Stop at End of Week.

BAKER, Ore., Sept. 20.—(Special).—Facing the possibility of closing down their mills unless there is immediate relief from car shortage, Baker lumber dealers are making protests to Portland officials of the O-W-R & N. Co. They say that if relief does not come quickly three of the largest mills will be forced to stop running at the end of the week because storage cars will be filled with products awaiting shipment.

WATER LEVEL GRADE THRU THE CASCADES

SEATTLE, Wash., Sept. 20.—Transcontinental railways terminating here are facing the most serious car shortage since 1907, it was announced today.

CAR SHORTAGE HELD SERIOUS

Decrease in Westward Movement of Exports Is Chief Cause.

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S. S. "Great Northern" and "Northern Pacific" Tuesday, Thursday, Saturday.

North Bank Ticket Office Fifth and Stark.

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Alliance, will preside at the two business sessions of the state conference. These will be held in the morning and afternoon of October 7 and will be followed by a big rally in the evening, when National issues are to be discussed by Representatives McArthur, Hawley and Sinnott. Each is to make a half hour address.

Nearly 1000 branches of the Alliance in Oregon will be entitled to send delegates to the conference. Through T. B. Neuhaus, vice-chairman of the Hughes campaign committee, an arrangement has been made with all railroads in the state for a one and one-third rate for the occasion.

Charters Are Received. Charters for all of the local branches organized to date have been received at state headquarters from New York and are now being forwarded to the temporary chairmen of the branches.

The Forest Grove branch starts with a membership of 166. It was organized by Walter L. Toose, Sr., with the cooperation of State Committeeman Thomas H. Tongue, Jr., the officers being: chairman, W. J. R. Beach; vice-chairman, Mrs. Agnes E. Hines; secretary, Miss Mamie Loomis; treasurer, H. R. Bernard.

Other branches have been formed with the following temporary officers: Hillsboro—Chairman, W. N. Barrett; vice-chairman, Mrs. Grace A. Wood; secretary, E. J. McAlear; treasurer, Mrs. Annie M. Imbrie. St. Helens—Chairman, M. Saxton; vice-chairman, J. G. Manning; secretary, Miss Leona M. Perkins; treasurer, Mrs. Elizabeth Labster. Sheridan—Chairman, D. S. Dilley; vice-chairman, Mrs. Roscoe Fields; secretary, Otto W. Heider; treasurer, Mrs. Flora Knickerbocker.

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