

# MAKING S AGAIN CHARGED TO DISQUE

## Spruce Work Considered Criminal-Loss of Lives, Time, RAP IS TAKEN AT BENSON

### Portland Lumberman's Investigation Is Declared by Loggers to Have Been Superficial.

(Continued From First Page.)

Substantive proof that such a line could be constructed was furnished in refutation of General Disque's assertion that for the delivery of the north line haulage to the Toledo mill, that haulage would require the use of two tractors and wharves for rafting operations, had been constructed at the Yaquina bay terminus. All indications and preparations, said this witness, pointed to the definite arrangement for rafting.

**Operations Held Extravagant.**

George M. Hall, who was government guide in the Siletz country for two years, and special agent investigating homestead filings, testified to facts essentially as Mr. Hall had given them, although entering certain available more generously. He characterized the conduct of operations as the most extravagant imaginable. Hold of the experience of soldiers who were in the engineer corps, and said the Otter Rock route was the most impracticable in that section.

Mr. Hall told of a conference he had in Portland with Major Hitchcock, on the occasion of which that official said he had been informed there was no spruce in the Siletz. In reply to a question, the witness said Major Hitchcock must have come from a prairie country. Certified copies were prepared for his perusal, but these only served to bring the statement that people of Newport would telegraph the president if the road to Otter Rock were not built. The construction and abandonment of Camp Whitwood was touched upon by the witness, who said the night the workers were preparing to occupy the place word was received from somewhere transferring them to Yaquina.

**Efforts Called Criminal.**

On cross-examination Mr. Hall admitted he owns about 27,000,000 feet of timber in the Siletz.

R. Gildner, representative of the Siletz district, gave similar testimony, characterizing as a criminal waste of time, lives and money the construction of the coast route instead of extending the Miller logging road. He said Major Hitchcock had told him that he (Hitchcock) and General Disque were preparing the spruce did not justify the northern road, and a map he presented was held to be of no consequence. Mr. Gildner, when questioned as to whether mills were cut by mills there, said none had been, as mills were engaged in cutting material for roads. He said he did not know the reason for the extension of the coast road, but declared such a course to be a big mistake.

While Mr. Gildner was testifying Representative Magee and Representative Lea left the meeting, leaving Chairman Frear to complete the session, with the understanding that Gildner if such is found to be necessary.

**Yaquina Logs Now in Water.**

Reverting to the testimony of the former proceedings as yesterday's session opened, Representative Magee questioned General Disque again regarding the Yaquina northern road. He developed the fact that of the 40,000,000 feet of cost-plus logs, unsway at the time of the armistice, all those from the Yaquina operations, or a large percentage, are in the water at the southern terminal.

Mr. Magee said he had understood, from the testimony and information of District Superintendent Blodgett in charge of spruce production operations at Yaquina bay, that it had been the intention to raft the logs up tide water to the Toledo mill, a distance of 12 miles. General Disque had testified that the actual plan, as known to spruce division headquarters, had been to ship the logs by rail connection being effected at Yaquina with the Corvallis & Eastern railroad.

**Reason for Trestles Given.**

Yesterday General Disque reiterated his statement that such had been the plan, whereupon Representative Magee pressed him for an explanation of the logs already in the water, of the wharves, salt water terminals and trestles, pointing to these as an indication that the project contemplated rafting the haulage from the north line.

"If it was true that the logs were to have been shipped by rail," insisted Representative Magee, "what was the reason for the trestles?"

The witness answered that the trestles were to permit ferry connections with a trestle on the south shore of the bay, where the northern terminal of the south road to the Blodgett tract was located.

**Offer Closed After Armistice.**

The discussion was dropped, and testimony turned to the Blodgett tract, tapped by the south line from Yaquina bay. General Disque testified that negotiations had been under way since April, 1918, and that in September an offer to sell had been received, Mr. Blodgett retaining the mineral rights. The offer was not closed until after the signing of the armistice, other testimony had shown, and after the offer had been threatened with commanding proceedings.

"The fact that you began to build the railroad two months before," said Mr. Magee, "was clear notice to Blodgett that you intended to take the timber, was it not?"

General Disque admitted that such might be the interpretation. Blodgett, he said, was not anxious to sell, and had previously turned away an offer made by N. S. Potter of Jackson, Mich. Potter owned an abandoned logging road in Washington and wished to move it down for operations in Lincoln county.

**Extra Values Permitted.**

"It was good business to give that railroad tract," answered General Disque, when asked why, "as said had been forced after the signing of the armistice."

"That is, you bought the land to sell the railroad?" asked Mr. Magee.

"Not exactly, no."

The witness was then asked if the Blodgett tract was not included among the spruce production properties advertised for sale on September 2, 1919. He answered that it was, but that he had not been in touch with the spruce corporation policies after his resignation.

It was shown that the Blodgett tract contains approximately 27,000,000 feet of spruce, while the spruce tributary to the Yaquina northern road is about 18,000,000 feet, or a total of 45,000,000 feet available from the two operations in Lincoln county.

**Toledo Capacity Large.**

General Disque testified further that the minimum capacity of the Toledo mill is 400,000 feet daily. He estimated from factory statistics, that the daily output of spruce lumber would create

90 De Havilland planes, which consume 1,800 feet of spruce, or approximately 3000 such planes each month.

"How long would the supply of spruce keep the mill going?" asked Mr. Magee.

The reply was that spruce operations, based on the three-shift policy, would have kept the mill busy for 600 days. A general reserve of spruce in addition is situated in the Siletz basin to the north and this had only been counted upon in the light of probable continuation of the war.

"During the first nine months of 1918," testified General Disque, "the French manufactured 32,000 planes from our spruce and fir."

**British Columbia Output Shown.**

Concerning the commercial value of such a mill, General Disque ventured that forestry records will show sufficient timber tributary to the Toledo district to keep the plant busy for 40 years, counting all available timber of all commercial varieties.

Referring back to the testimony of Frank R. Pendleton, former supervisor of spruce production in British Columbia, a lumberman of Everett, Wash., General Disque introduced a telegram from General Menober, president of the American airplane service, relative to comparative production.

A message stated that British Columbia, or the Canadian operations, had produced 18,175,000 feet of spruce and 8,182,000 feet of fir. The United States cut-up plant at Vancouver, Wash., ran the figures, had produced 36,159,143 feet of spruce, 37,041,857 feet of fir and 3,353,466 feet of cedar. Approximately 90 per cent of all airplane material supplied to American factories passed factory inspection, stated General Menober. As to the percentage of ultimate use of Canada's finished product by the English, no figures were available.

**England Gets Most Spruce.**

Allocation to our allies of the aircraft lumber produced at the Vancouver plant, according to General Menober's telegram, was as follows: England, 12,770,308 feet of spruce, 11,597,630 feet of fir, 2,100,895 feet of cedar.

Italy, 2,320,398 feet of spruce, 4,510,951 feet of fir.

France, 9,722,025 feet of spruce, 9,787,257 feet of fir.

Later in the hearing Chairman Frear pointed out to General Disque the discrepancy in spruce production as compared with that of fir, and a further comparison with that of Canada's aircraft lumber results. It was evident, said the chairman, that Canada bent a majority of effort upon the production of spruce.

**Wage Discount Recalled.**

At a previous hearing a soldier witness had testified that soldier laborers at the Vancouver cut-up plant were forced to submit to a 15 per cent discount from their pay checks, the money being utilized in the purchase of food and other necessities. General Disque countered with the offer to produce any number of letters, all from successful timbermen, who had received the fine quality of lumber produced at the cut-up plant.

To correct the record, said General Disque, he introduced two telegrams. These he said, would refute the charge that the American International company, of which John D. Ryan is a director, has any interest in the firm of Siems-Carey, or of the firm of Siems-Carey-H. S. Kerbaugh, builders of the Lake Crescent mill, and holders of a \$25,000,000 spruce contract.

**Interest Is Denied.**

They would also serve the purpose of refuting the intimation that General Disque had any interest in either of the companies, that of president of G. Amalnick & Co., of New York, owned by the American International company, by reason of any obligation on the part of Mr. Ryan.

The first telegram was from John D. Ryan. It stated that Mr. Ryan had never had an interest in either of the Siems-Carey firms.

The second telegram, from Charles A. Stone, president of the American International company, asserted that his company had never had any interest in either the Siems-Carey or the Siems-Carey-Kerbaugh company. It added, however, that a valid claim was given to Disque as the originator of progressive innovations and splendid system.

"Well, there's nothing the matter with that," said Chairman Frear, who turned the matter to General Disque. He asked the witness if he had not written a letter to Disque as he was director of the Puget Sound lumbermen, who had sought to log the Blodgett tract, were profiteers of the worst stripe. He asked the witness if he had not written a letter to Disque, after their proposal had been rejected, actually contracted to log the Blodgett tract for a total profit of \$20, which would be the relinquishment of all benefit to themselves.

General Disque replied that they had made such an offer, that it was accepted and that the Puget Sound lumbermen were at work on the Blodgett tract when the armistice was signed. It was true, he said, that they had contracted to log the tract for a total profit of \$20, but he did not construe this as particularly patriotic. They were to be allowed 15 per cent depreciation on the value of their equipment, he related, and a 10 per cent rental fee.

**Lower Costs Doubted.**

General Disque insisted that these provisions would have benefitted the loggers. John E. Frost, the superintendent, he indicated, was to have been paid a salary of \$1000 per month. He believed that the operation would cost the spruce corporation as much as any of their cost-plus contracts, comparatively considered.

The chairman nodded, and reminded (Concluded on Page 11, Column 1.)

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Testimony shifted again to the choice of Olympic peninsula railroad routes and General Disque's reasons for abandoning the Deep Creek route, which he had highly recommended, and taking up the Crescent Lake route to Lake Pleasant.

"Well, you changed your mind over night, didn't you?" inquired Mr. Magee.

Mr. Frear retorted the witness, "I changed my mind over a period of two weeks and after careful consideration. If I hadn't changed my mind the road would have been built by Deep Creek."

**Construction Held Justified.**

Continuing the inquiry, Mr. Magee questioned General Disque regarding the construction work along the west shore of Lake Crescent, on the route chosen by the Puget Sound lumbermen. General Disque insisted that the line at no place was located any further from the lake shore than was demanded by the necessity of meeting the rise which must be crossed.

"Well, they blazed a pathway along the side of the mountain, didn't they?" demanded his questioner. "They excavated a table land and then built the road, didn't they?"

General Disque smiled as he disagreed with Mr. Magee's terminology, but admitted that it about fitted the nature of the construction, and declared that such construction was justified by the exigencies of the case.

**Report Is Criticized.**

"How far would it have been necessary to extend the road from Deep Creek?" asked Mr. Magee, referring to the once approved extension of the Milwaukee to Lake Pleasant.

"A total of 25 miles."

"That would be about 10 miles shorter than the other route," continued Mr. Magee.

"Yes,"

So far as the value of his report on the two locations is concerned, Representative Magee contended that Robert, the engineer who represented the spruce corporation in selecting the Lake Crescent route, "might just as well have written it in his office."

When Chairman Frear asked the witness why it was that he (Frear) had not, supervisor of spruce production for British Columbia, was able to produce approximately one-third as much spruce as were the entire Canadian operations, General Disque replied that there was no question about the authenticity of the American record in the percentage of accepted aircraft lumber, but that Canadian quality and system of inspection was not known locally. He did not believe that the reported Canadian cut cost had been achieved with ordinary milling facilities, as had been testified.

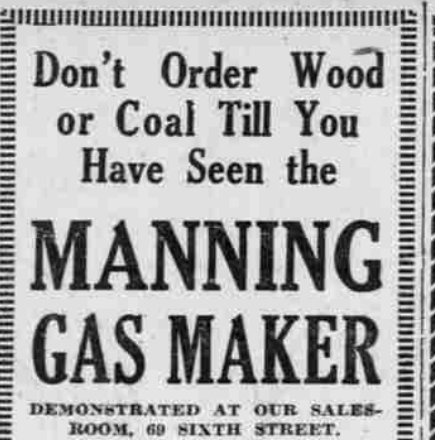
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**Disque Defends Quality.**

To Chairman Frear's reply that Mr. Pendleton's report was of the highest degree, General Disque countered with the offer to produce any number of letters, all from successful timbermen, who had received the fine quality of lumber produced at the cut-up plant.

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"How far would it have been necessary to extend the road from Deep Creek?" asked Mr. Magee, referring to the once approved extension of the Milwaukee to Lake Pleasant.

"A total of 25 miles."

"That would be about 10 miles shorter than the other route," continued Mr. Magee.

"Yes,"

So far as the value of his report on the two locations is concerned, Representative Magee contended that Robert, the engineer who represented the spruce corporation in selecting the Lake Crescent route, "might just as well have written it in his office."

When Chairman Frear asked the witness why it was that he (Frear) had not, supervisor of spruce production for British Columbia, was able to produce approximately one-third as much spruce as were the entire Canadian operations, General Disque replied that there was no question about the authenticity of the American record in the percentage of accepted aircraft lumber, but that Canadian quality and system of inspection was not known locally. He did not believe that the reported Canadian cut cost had been achieved with ordinary milling facilities, as had been testified.

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Frear stated that the testimony of Mr. Kerbaugh, before the hearing, held last winter, was that Donlin had been recommended to him after a conference with Pliny Plisk, New York financier, interested in the Olympic peninsula contracts.

Testimony shifted again to the choice of Olympic peninsula railroad routes and General Disque's reasons for abandoning the Deep Creek route, which he had highly recommended, and taking up the Crescent Lake route to Lake Pleasant.

"Well, you changed your mind over night, didn't you?" inquired Mr. Magee.

Mr. Frear retorted the witness, "I changed my mind over a period of two weeks and after careful consideration. If I hadn't changed my mind the road would have been built by Deep Creek."

**Construction Held Justified.**

Continuing the inquiry, Mr. Magee questioned General Disque regarding the construction work along the west shore of Lake Crescent, on the route chosen by the Puget Sound lumbermen. General Disque insisted that the line at no place was located any further from the lake shore than was demanded by the necessity of meeting the rise which must be crossed.

"Well, they blazed a pathway along the side of the mountain, didn't they?" demanded his questioner. "They excavated a table land and then built the road, didn't they?"

General Disque smiled as he disagreed with Mr. Magee's terminology, but admitted that it about fitted the nature of the construction, and declared that such construction was justified by the exigencies of the case.