

UNION PACIFIC FIGHTS SOUTHERN CLAIM TO CENTRAL PACIFIC IS OPPOSED. LIVELY CONTEST LIKELY

Carl H. Gray Issues Statement to Effect That Road Ought to Be Entirely Free.

(Continued From First Page.)

provided for the merging of the Rock Island with the Southern Pacific, thus giving the latter a 100 per cent haul Pacific its own lines via El Paso even to the middle west as well as to the Atlantic seaboard via New Orleans and Galveston, which, quite naturally, it would be inclined to favor, as far as it could control the traffic, as against the short and direct haul through Ogden. Such an arrangement of the Union Pacific obviously would be interested in opposing to the last resort, and might be expected to take all measures necessary for the indication of its rights under the Pacific railroad acts.

Interest Is Explained.

The interest and right of the Union Pacific is to see that the westerly half of the federal railroad system from the Missouri river to the Pacific ocean, of which the Union Pacific is the easterly half, shall perform its share of the duties imposed by the Pacific railroad acts, which provide for the operation of said system as 'one connected, continuous line,' without discrimination of one against the other by whomsoever operated. It is pointed out, moreover, that the supreme court has canceled the lease and enjoined the ownership of the stock of the Central Pacific by the Southern Pacific and decreed the independence of the Union Pacific as a competitor, in connection with the Union Pacific and its connections, of the Southern Pacific, via its El Paso route, the Union Pacific is directly concerned in the treatment and disposition of the Central Pacific to the end that the through transcontinental line which together they constitute, shall, in the language of the act, be 'able to compete with' the Southern Pacific's southern line, 'to serve the public efficiently and to accomplish the purpose of the legislation under which it was (they were) constructed.'

Line Willing to Make Purchase.

'The Union Pacific is willing to buy the Central Pacific from the Southern Pacific if fair and reasonable terms can be arranged. But it is not seeking to buy the Central Pacific and it is not necessary for a compliance with the decree of the supreme court that it should. All the Union Pacific asks is that the Central Pacific be made an independent line to be operated as such and that it perform its duties as the Union Pacific will continue to work out by the legislation by which they were both constructed, and that if it is to be merged into any system, under plans being worked out by the interstate commerce commission, it be merged with the Union Pacific, with which it forms a continuous transcontinental line, competing with all others. It is inconceivable that the commission ever would, even if it could, under the decisions of the supreme court, put it in the power of the Southern Pacific to acquire a company operating and having a larger interest in a rival and competing line to close this gateway, in the face, so to speak, of the shorter and by far the best and most efficient transcontinental transportation line, and certainly the rights of the Union Pacific, which is well bound, as is the Central Pacific, under the Pacific railroad acts, are entitled to consideration.

Propaganda Is Active.

'There is very active propaganda in California for the purpose of working up public sentiment, with the idea, presumably, of influencing the interstate commerce commission to exercise some very doubtful power in the premises, which need not be commended upon now, but rather to say that according to reports it has gone beyond the bounds of possibility in representing the alleged determination that would result from carrying out the supreme court decree. The rates would not be more, or the service less, than that of the service lines, if the Central Pacific were made an independent and competing line as ordered by the supreme court, but every reason just to the contrary, as for the possibility of the Central Pacific being merged with the Union Pacific, no line has ever come under the control of the Union Pacific which has not been the public and facilities to the public, and there is no reason why the present instance should constitute an exception in this respect.

Good Fight Is Expected.

Again the coast is all set to watch a fight for one of the Pacific railroads, the Central Pacific this time, with the contestants the Southern and Union Pacific. The west has seen them time and again, these battles for control of the Southern, Union or Northern Pacific, with rail magnates and bankers allied in groups with a property worth the ransom of kings as the prize. Harriman and Hill played the game to the limit in the old days, when the rules were far more elastic and there was no hampering restraints from the interstate commerce commission, or the more recent railroad act. It seems one of these colorful incidents of the old days is to come again, for advices from California and Chicago tell of determined determination of the Southern and Union Pacific for control of the Central. Southern Pacific propaganda is active in the Pacific coast, and the Central Pacific property. It is argued that the decision of the supreme court ordering the release of Central Pacific stock by the Southern Pacific was predicated upon the Sherman anti-trust act of 1890 and the decision took no cognizance of the transportation act of 1920. It is declared the acts are in direct opposition to each other and that the decision should be in the light of the last law rather than the first.

Two Railroads Joined.

Acting under the transportation act, the interstate commerce commission issued its order of August 2, 1921, when it made a tentative plan for the consolidation of railroad properties of the country. In this new scheme of things, the Southern Pacific and Central Pacific were joined, just as they already were in active operation, in application of its plans the commission stated it had sought to minimize dis-

PACIFIC LINES CHIEF FIGURES IN RAILWAY TRIANGLE THAT PRESAGES BATTLE FOR CENTRAL PACIFIC PROPERTY.



Map shows relation of Central Pacific to two roads that want it. Black line—Southern Pacific property, Dotted lines—Central Pacific lines, Dots and Dashes—Union Pacific system.

memberships of existing lines and systems.

Southern Pacific adherents allege that the commission plans hearings throughout the country in connection with its groupings as outlined and the enforcement of the decision, based, it is said, upon the archaic and outgrown act of 1890, will undo the very things the commission is trying to do under the transportation act of 1920. It is pointed out, moreover, that the two Pacific lines have been operated as one for the past 50 years, that development and growth have been as one rather than of two rail systems, and that the credit of the Southern Pacific was pledged to the support of the Central Pacific to the government.

Oregon Has Direct Interest.

Oregon, indeed, has a direct interest in the disposition of the Central Pacific property. The main line of the Shasta route from the Pacific line from Hornbrook to the Golden Gate, the Southern Pacific could scarcely do less than permit the Union Pacific to use its right-of-way through Oregon from Portland south.

Agan's Oregon Interests are Involved.

Agan's Oregon interests are involved in the Natron cut-off, discontinued in 1913 when partly completed. This is a Central Pacific property, although it was being built in furtherance of a plan to make a new through Southern Pacific route to California. If the Central Pacific were made an independent line, it is said it would have no inducement to complete the project, since, of itself, it is a line of minor significance.

Natron Cut-off Case Cited.

It is urged by Southern Pacific protagonists that should the Union Pacific obtain the Central holdings, it would have no motive to complete the Natron cut-off either. Southern Pacific would be denied approximately the same mileage as that proposed.

Value of the Southern Pacific's Service to Oregon is Stressed.

Value of the Southern Pacific's service to Oregon is stressed in the statement of California interests to the Portland Chamber of Commerce, it being said purchases of the system in this state amount to between \$7,000,000 and \$8,000,000 annually in lumber alone, whereas it would not pay the company to buy much lumber in this state if freight service has a line to Oregon of approximately the same mileage as that proposed.

DECISION HELD HARMFUL.

Public Service Commissioner Corey Issues Statement. SALEM, Or., June 10.—(Special.)—H. H. Corey, public service commissioner, declaring that, during their 52 years of common ownership, the Southern Pacific and Central Pacific companies' facilities have been so interwoven that to separate them would seriously interfere with public service, today issued a statement in which he said that the effect of the supreme court's decision of May 29, dissolving the common ownership of the two lines, will be extremely harmful to western Oregon as well as to all of the Pacific coast states.

ROAD MEETING JULY 10

CONFERENCE TO BE HELD AT CRESCENT CITY.

Members of Highway Commissions of Two States as Well as Other Officials to Attend.

TILLAMOOK, June 10.—(Special.)—The north of the bay counties of California and the Roosevelt Coast Highway association have definitely determined on July 10 next as the date of the big meeting of representatives interested in the Pacific coast highway, which in Oregon is commonly known as the Roosevelt Coast Highway.

Ben Teal Ex-Portland.

Ben Teal first studied law and was admitted to the bar in Portland, but he removed to San Francisco and later to New York, where he gave up the practice of law and became a producer of plays. He gained fame first through his staging of the play "Ben Hur," on a gigantic and elaborate scale. It was in New York that Mr. Teal met and married Genevieve McKinley. Ben Teal was a brother of Joseph Teal of this city. His mother is still living.

Accused Born Here.

A few months ago Mrs. Paddelford, with her daughter, Marie Paddelford, whose real name is Marie Teal, and who was reported engaged in grand opera work, sailed from New York for Europe.

Woman Is Separated.

She has been separated for more than a year from Dr. Paddelford and her departure from Los Angeles was followed by a sensational number of suits over accounts, created in a mass of litigation, which contained valuable properties of the Paddelfords here.

Accused Born Here.

A few months ago Mrs. Paddelford, with her daughter, Marie Paddelford, whose real name is Marie Teal, and who was reported engaged in grand opera work, sailed from New York for Europe.

REHEARING MOTION PENDING.

No Action in Dissolution Can Be Taken Before October.

THE OREGONIAN NEWS BU-

REAR, Washington, D. C., June 10.—No action can be taken before October looking to the dissolution of the Southern Pacific-Central Pacific merger, there being a motion for rehearing pending and the supreme court having adjourned for the summer. This explanation was given today when Representative Hawley presented a series of telegrams from chambers of commerce in western Oregon protesting against immediate action under the decree recently issued by the supreme court.

RAILS LAID TO BUXTON

Tracklaying on Portland, Astoria & Pacific Progressing.

BUXTON, Or., June 10.—(Special.)—Track laying on the Portland, Astoria & Pacific was completed from Wilkesboro to this village yesterday.

17 TO BE GRADUATED

Christian Brothers' Commencement to Be Held Tomorrow.

Commencement exercises will be held in Christian Brothers college tomorrow night. A feature of the exercises will be a morality play, "Conscience." The cast includes Henry McDowell, James Temple, James McAllister, J. J. Niedermeyer and Henry S. Gagnon.

Wage Lifted by Bend Mills.

BEND, Or., June 10.—(Special.)—Bend mills today announced a wage increase of 25 cents a day, to take effect June 16. The announcement was made following a meeting with the conference committee of the Loyal Legion of Loggers and Lumbermen. A letter to employees said that while the lumber industry was hit harder than almost any other industry in the country, it is now slowly getting back to normal and with the gradual strengthening in lumber the companies feel warranted in making the increase. Approximately 1500 men will be affected.

BEN TEAL'S EX-WIFE ACCUSED OF FRAUD

Genevieve Paddelford Arrested in Vienna.

COSTLY FURS ARE SEIZED

Woman Who Figured in Gould Divorce Case in Trouble Abroad. Business Men Victims.

VIENNA, June 10.—Genevieve Paddelford, who claims to be the wife of a wealthy California oil trader, is under arrest here in connection with a number of fraudulent operations in which business men of Lucerne, Paris and Vienna were admitted. Expensive trunks, containing costly furs and other goods alleged to have been obtained illegally were seized, as well as two silver-mounted vases bearing the mark of the Ritz-Carlton hotel, New York.

LOS ANGELES, Cal., June 10.—Genevieve Paddelford, under arrest in Vienna, is the wife of Dr. George E. Paddelford, of Hollywood, Cal., former associate of E. L. Doheny, the oil merchant prince, and she is widely known for the sensational part she had in the Gould divorce case when she was known as Mrs. Ben Teal, and at one time was Mrs. Eleanor McKinley Toomey of St. Paul.

Woman Is Separated.

She has been separated for more than a year from Dr. Paddelford and her departure from Los Angeles was followed by a sensational number of suits over accounts, created in a mass of litigation, which contained valuable properties of the Paddelfords here.

Accused Born Here.

A few months ago Mrs. Paddelford, with her daughter, Marie Paddelford, whose real name is Marie Teal, and who was reported engaged in grand opera work, sailed from New York for Europe.

Woman Is Separated.

She has been separated for more than a year from Dr. Paddelford and her departure from Los Angeles was followed by a sensational number of suits over accounts, created in a mass of litigation, which contained valuable properties of the Paddelfords here.

PUPILS PLAN CONCERT

Demonstration of Dunning System to Be Given.

A demonstration of the Dunning system of improved music study will be given next Wednesday night, June 14, at the Baker theater by the pupils of Kate Dell Marden and Mrs. E. Gladys Nash.

LEGION BUILDING SOUGHT

Councilman Offers Plan for City to Become Owner.

VANCOUVER, Wash., June 10.—(Special.)—E. V. Coats, councilman of the third ward in this city, is endeavoring to have the city of Vancouver take over the American Legion building, which just

Phone, write or call for this free Booklet. —not a book of building plans, but known, indisputable FACTS about why everyone should own their own home and the personal experiences of others who have found that it pays to own a home.

East Side Mill & Lumber Company. LUMBER—LATH—SHINGLES—MOULDINGS. "Build It With Lumber." SELLWOOD 597. PORTLAND, OREGON.

Amazing Results Prove MASTIN'S Vitamon Tablets Build Firm Flesh Quick. Beautify the Complexion and Increase Energy. Every Woman Who Looks For The Well-Rounded Figure, The Clear Skin And The Steady Nerves Of Perfect Health Owe It To MASTIN'S Tablets. Read Below Just What Truly Surprising Benefits Others Have Obtained from MASTIN'S Simple, Easy and Economical Way.

DIAMONDS WATCHES CASH OR CREDIT. Genuine Diamonds GUARANTEED. Our Diamonds are displayed in every brilliancy, color white, perfect cut.

Wrist Watch \$1 a Week. Wash and bracelet cheap 1 1/2 Gold White Gold. The Old Reliable. LOFTIS. 100 N. STATE STREET.

if it isn't MASTIN'S it isn't VITAMON. The World's Standard—Used by Millions. MASTIN'S Vitamon Tablets do not upset the stomach or cause that bloated feeling, but on the contrary are a great aid in correcting indigestion and improving the appetite.

Nuga-Tone 20 DAYS Treatment. Don't Send Any Money. Just fill in the coupon below and get a 29 Day Trial Treatment of the stomach, nerves, blood and health builder—Nuga-Tone. It invigorates, tones up and stimulates all the vital organs and bodily functions—helps them do their work as Nature intended they should.

MOTHER, WATCH BABY'S BOWELS. GIVE "CALIFORNIA FIG SYRUP". Harmless Laxative to Clean Little Bowels and Sweeten Sour, Colic Stomach—Babies Love It. When baby has colic, diarrhoea, food souring, feverish breath, coated tongue; is restless and can't sleep because of clogged bowels. Just give half teaspoonful of California Fig Syrup. It moves the wind and gas and all the souring food, bile and poison right out of the tender little bowels without cramping or overacting and baby usually gets peaceful relief. Contains no narcotics or soothing drugs.