RAILROAD FORCES

a much shorter route to the North-ern Pacific and to the further fact that they would be able to combine

their operations over several hun-dreds of miles of territory where their lines are very close together, and where the Milwaukee line is

electrified, such electrification being over the heavy mountain grades, where the economies from its use

condition which would make it out

years. He showed that within that time the Great Northern's maturities amount to more than \$215,000,000 and the St. Paul's maturities amount

to more than \$188,000,000, making a total for the two systems of more than \$402,000,000. He showed, on

the other hand, that during that period the Northern Pacific had less than \$13,000,000 of maturities, and the Burlington less than \$24,000,000.
"Until 1915 the Great Northern had been very active." Mr. Budd testified.

Great Northern Quits Camp of Northern Pacific.

MOVE TOTAL SURPRISE

Tactics of Line Changed Overnight at Interstate Commerce Session.

THEOREGONIAN NEWSBUREAU. ashington, D. C., Nov. 18.—A rift the ranks of the Great Northern and Northern Pacific railroad forces opposing before the interstate commerce commission the commission's tentative plan of consolidating northwestern railroads came as the sensation of the final hours of the hearing this afternoom.

Howard Elliott, president of the board of directors of the Northern Pacific, had completed a long statement in line with all the testimony previously given by the Great leave the Great Northern in position.

ment in line with all the testimony leave the Great Northern in position to continue this period of constructton & Quincy, contending that it ing new mileage and if it was put

ton & Quincy, contending that it was impracticable to make any consolidation in the northwest which did not include the Great Northern, Northern Pacific and Burlington in a single system.

As Mr. Elliott concluded his statement, Walter D. Hines, attorney for the Great Northern, who yesterday morning made the opening statement in favor of retaining the Great Northern, Northern Pacific and Burlington in one system, with smaller lines controlled by them, arose and revealed the changed tactics of the Great Northern, which, it appears, had been agreed upon overnight.

Position is Stated.

Mr. Hines said that while the Great Northern believed that there should be no change in the present relations of the Northern lines and the Burlington, the Great Northern systems, and criticised the commission's view of the Chicago, Milwaukee & St. Paul as indicated by the grouping in the years the consolidation plan.

was to was to more than the great Northern should not be cut off from the Burlington. Northern Pacific officials, including President Donnelly and Vice-President Woodworth, showed some astonishment, and laughter swept over the audience and the group of interested railroad officials and lawyers as the meaning of the sudden and unexpected development sank home in their minds.

Mr. Hines' pronouncement, it soon appeared, was in preparation for the statement of President Budden and Northern President Budden and Unexpected development statement of President Budden and Unexpected development and President Statement of President More and University and Dr. R. K. Young of Victoria, Canadian members of the expedition, who returned from Australian expedition which observed the September solar eclipses to determine among other things the truth of the Einstein theory of the truth of the Einstein theory of

to showing why a more logical com-hination would be to place the Northern Pacific in a system with the St. Paul. To separate the Great Northern and Burlington, he said, would require a duplication of the extensive freight facilities at St. Paul now used by the Burlington, because the commission's placement. because the commission's plan would make the Great Northern and Burl-ington competitors, and it had never ington competitors, and it had never been found desirable for competing lines to use the same trackage or other facilities.

Great Northern to Lose.

The Great Northern, by the com-mission's tentative proposal, he pointed out, would lose its valuable the Burlington would intreduce a pointed out, would lose its valuable connection with the Burlington at Sioux City, and would suffer far heavier loss at every other point of contact with that road than would the Northern Pacific in any separation plan. Figures were given to show that the exchange of traffic between the Burlington and Great Northern is much heavier at the Twin Cities than between the Burl-ington and the Northern Pacific and the public." ington and the Northern Pacific, and that at Billings, where the Northern Pacific up to the end of 1920 had by far the better of the interchange. the Great Northern has far out-stripped it in the last year. Mr. Budd asserted that, with ref-

erence to the situation at the Twin Cities it would be unwise to put the Great Northern and the Milwaukee in the same group, because the result of that would be to put that group in possession of all the passenger facilities at Minneapolis and between St. Paul and Minneapolis. Mr. Budd also said that, from the standpoint of handling potate and grain crops, the Great Northern and Milwaukee would be a particularly unsatisfactory combination, and much more unsatisfactory than a combination of the Milwaukee and the Northern Pacific, because both the Great Northern and the Milwaukee have much larger core of the state o kee have much larger crops of this character than the Northern Pacific, and in view of the difficulties of handling such crops with satisfac-tion to the producers at the time of the peak load in the fall, it would be particularly unfortunate to exaggerate that peak load by putting to-gether the two lines which had the

greatest amount to handle. Car Facilities Factor.

The necessity for furnishing cars for these crops at the time they must move being so great, the gen-eral effect of combining the Great Northern and the Milwaukee would be to exaggerate the car shortage for their freight, such as lumber as well, because the grain and potatoes would have to be given preference. He argued that the Great Northern and Milwankee would be

He argued that the Great Northern and Milwaniee would be a partieularly poor combination because they were both lines with a very large amount of mileage in the east and a small amount of mileage in the vest, so that neither system by itself was well bulanced. He showed, on the other hand, that the Northern Pacific had its principal mileage in the west. As a further illustration of the much greater western development of the Northern, he showed that in the last six years the Northern Pa-Northern, he showed that in the last six years the Northern Pa-cific had originated west of Mon-tana more than 54,000,000 tons of traffic while the Great Northern in that period had originated less than 18,000,000 tons.

Mr. Budd quoted from Professor Ripley's report to the effect that there would be a great economy from the joint operation of the Northern Pacific and Milwaukee,

for movement of heavy traffic are the greatest. Mr. Budd suggested that the opportunities for such econ-Study of Solar Eclipse to omies would be very great, and that a careful study should be made to show what they actually would be Mr. Budd further pointed out that Furnish Data.

of the question for the Great North-ern and the St. Paul to consolidate was that each of them had to pay off extremely large amounts of bonded debt within the next 18 SCIENTIST IS IN JAPAN

> Residents of Kobe Give Rousing Reception to Physicist on His Arrival.

KOBE, Japan, Nov. 18.—(By the Associated Press.)—Professor Albert Einstein, sponsor for the theory of relativity and proponent of the doctrine that rays of light bend to the attraction of the great heavenly bodies they passed, declared today on his arrival from Thursday island that he believed observations of the sentember solve solves. September solar eclipse would prove his conclusions correct. Professor Einstein said he under-

stood that the scientific expedition to Australia to take photographs during the solar eclipse had been successful, and he believed these photographs would vindicate his

theory.

He declared that the expedition to Thursday Island, composed of German scientists, had met with complete failure, as the sky during the eclipse was overcast and the making of photographs impossible. Professor Einstein was given a tremendous welcome here, where the

keenest interest is displayed in his theory. He intends to return to Eu-rope via Palestine and will not visit the United States.

SCIENTISTS GET EVIDENCE

Data on Eclipse Require Time for

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Dymes, general counsel, of the Chicago, Milwaukee and St. Paul road,

occupied seats at the table with other railroad officials but did not

participate in any of the questioning

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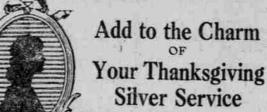
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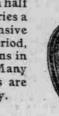
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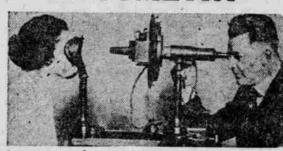
section being already with business buildings.

Veterans' Applications to End.

SALEM. Or., Nov. 18 .- (Special.)-December 16 is the last day on which the veterans' bureau may receive applications from disabled war ve

wen and unexpected for cloquent sank home in their minds.

Mr. Hiese pronouncement, it soon of the same was also as the same of the sam



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