RAILROAD FORCES SPLIT AT HEARING

Great Northern Quits Camp of Northern Pacific.

MOVE TOTAL SURPRISE

Tactics of Line Changed Overnight at Interstate Commerce Session.

THE OREGONIAN NEWS BUREAU, Washington, D. C., Nov. 18.—A rift in the ranks of the Great Northern and Northern Pacific railroad forces opposing berore 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 afternoon.

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 Northern and the Chicago, Burlington & 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 would contend that if there was to be any separation of the so-called Hill lines 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 Budd of the Great Northern, which was to follow immediately, pointing out a multiplicity of reasons why, if either the Northern Pacific or Great Northern should be taken out of the present combination, the Northern Pacific should be the one to go.

Under the commission's tentative consolidation plan prepared by Professor William Z. Ripley, the Great Northern would be placed in a group with the Chicago, Milwaukee & St. Paul, on the very apparent theory that the St. Paul is a weak line and that by a combination with the Great Northern a strong system would thus be built up.

President Budd declared that to put the Great Northern with the Chicago, Milwaukee & St. Paul would merely accentuate the weakness of both roads. He pointed out that the Great Northern has three points of contact with the Burlington, at the Twin Cities, Sioux City and Billings, the Northern Pacific two, Twin Cities and Billings.

His entire argument was directed to showing why a more logical combination 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 plan would make the Great Northern and Burlington 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 commission's tentative proposal, he 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 Burlington 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 outstripped it in the last year.

Mr. Budd asserted that, with reference 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 potato 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 crops of this character than the Northern Pacific, and in view of the difficulties of handling such crops with satisfaction 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 together 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 general 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 Milwaukee would be a particularly 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 west, so that neither system by itself was well balanced.

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 Pacific than the Great Northern, he showed that in the last six years the Northern Pacific had originated west of Montana 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, due to the fact that this would give a much shorter route to the Northern Pacific and to the further fact that they would be able to combine their operations over several hundreds 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 for movement of heavy traffic are the greatest. Mr. Budd suggested that the opportunities for such economies 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 a condition which would make it out of the question for the Great Northern 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 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 $403,000,000. 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, "in building new railroads to aid the development of its territory and that much mileage of this sort was needed, but that since that time it had been necessary to discontinue building new lines because it has not been practicable to raise the necessary capital."

New Building Needed.

He said that it was important to leave the Great Northern in position to continue this period of constructing new mileage and if it was put with the Milwaukee it would be subject to loss in so many ways, without any offsetting gain, as to make necessary the further indefinite postponing of new construction.

Mr. Elliott's statement was in large part historical, telling in rather romantic way the story of the construction of the Northern Pacific railroad in pioneer days to the north Pacific coast and later development of branch lines in Oregon and Washington. He traced the development of the line of which he is now a high official with a view to showing the manner in which it had slowly been woven in as a natural part of the Burlington and Great Northern systems, and criticised the commission's view of the Chicago, Milwaukee & St. Paul as indicated by the grouping in the tentative consolidation plan.

He said the commission had acted obviously upon the theory that the Chicago, Milwaukee & St. Paul was a weak road. This, he asserted, was a mistaken notion, because while its Pacific coast line might be regarded as weak, the system must be considered in the light of it's older and well seasoned lines in the middle west, which had always been profitable.

Merger Is Opposed.

"My own views," said Mr. Elliott, "after having been closely associated with the Burlington and Northern Pacific since 1880, after living west of the Mississippi for 33 years and having a pretty good knowledge of the western country and of its railroad development are:

"That it would be a mistake from the standpoint of the public to separate the Chicago, Burlington & Quincy, Northern Pacific and Great Northern systems.

"That permission should be given by the commission to still further unify the three roads, for such unification would permit the maximum development of the properties and the greater service to the public.

"That separation of the three roads would not 'maintain' long established, much used 'existing channels of trade and commerce,' would do harm to many engaged in business of all kinds who have established their business based on the present railroad arrangements, and would retard the growth of the country served.

Rapid Growth Predicted.

"The next 25 years will show a much greater growth in the United States and in the western country than the last 20. The country needs big tools of every kind for its development, particularly big transportation machines that can furnish the service needed.

"These three roads will form such a machine. They have done fine work in the last 21 years and can do even better. "If consolidation, or the creation of big tools of commerce is a wise national policy, here is practical consolidation that can be made effective.

"To separate either the Northern Pacific or the Great Northern from the Burlington would introduce a new financial problem of magnitude and create a feeling of uncertainty which would do no good, but would check the progress of the railroads in reaching a more stable basis, in overcoming the difficult condition resulting from the war and federal control and in developing their properties so as to give the best service to the public."

H. E. Byram, president, and O. W. 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 of witnesses.

The hearing will resume Monday.

EINSTEIN EXPECTS PROOF OF THEORY

Study of Solar Eclipse to Furnish Data.

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 September solar eclipse would prove his conclusions correct.

Professor Einstein said he understood 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 Europe via Palestine and will not visit the United States.

SCIENTISTS GET EVIDENCE

Data on Eclipse Require Time for Detailed Study.

VICTORIA, B. C., Nov. 18.—The western Australian expedition which observed the September solar eclipse to determine among other things the truth of the Einstein theory of relativity was "particularly successful," according to C. A. Chant, professor of astrophysics at Toronto university, and Dr. R. K. Young of Victoria, Canadian members of the expedition, who returned from Australia today.

"It was a wonderful eclipse, and we were successful in securing a remarkable collection of photographs of phenomena," Dr. Chant said.

Speaking of the achievements of the expedition, Dr. Chant said:

"If the Einstein theory is proved, it means we shall have to start afresh to get new ideas of space and time. It will mean a complete revolution of physical science."

No definite scientific pronouncement concerning the effect of the eclipse observations on the Einstein theory would be possible for some time as the photographic plates would have to be developed and measured with great care, he said. This, he declared, would take some months, and after that mathematical computations would have to be made, requiring considerable additional time.

"The work will require the most infinite care and skill to determine the exact distance from the center of one little speck on the plate to the center of the next," he added.

The expedition went to Wallal, in torrid western Australia, where the eclipse was exceptionally clear.

Sheriff Defeats Six Rivals.

ALBANY, Or., Nov. 18.—(Special.)—Active campaigning by the Linn County Law Enforcement league put Sheriff W. J. Dunlap, appointed to succeed C. M. Kendall, who was murdered on a moonshine raid near Plainview last summer, into office again over a field of six candidates. The league's expense in backing Dunlap totaled $266 by the itemized statement of election expenses filed here. Mr. Dunlap contributed $100 of this amount and spent $12 more for cards, making his race cost $278 in all.

MASONIC TEMPLE RISES

Exterior of Kenton Lodge Structure Is Now Finished.

The new temple of Kenton lodge, Masons, located on Denver avenue, at the end of the Mississippi avenue car line, is now rapidly nearing completion. The exterior of the structure is now finished and the work on the interior is going ahead rapidly.

The building is three stories with the lodge room occupying two floors at the east end. Terra cotta, stone and brick are in the structure, which is of slow burning mill construction. The corner, previously unoccupied, gives the Kenton district a businesslike center, the other three angles of the intersection being already improved 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 veterans for vacational training, according to a letter received by the local Red Cross bureau today. Under the deficiency bill, approved June 16, 1921, applications for training are limited to 18 months following the passage of the act. Local Red Cross officials today urged all ex-service men interested in vocational training to file applications at once.

Sunday School Officers Elected.

SHERIDAN, Or., Nov. 18.—(Special.)—District officers for the Sunday school association comprising Willamina, Sheridan, Bellevue and Amity have been named as follows: Mrs. Etta Hendenson, president; Mrs. J. W. Briedwell, vice-president; Mrs. Rosa Branson, secretary-treasurer; Mrs. R. H. Yates, children's division superintendent; Mrs. Cate, young peoples' superintendent; Rev. R. S. Bishop, adult superintendent, and H. J. Richter, administrative.