

SEVERING OF SYSTEM WOULD DEMORALIZE TRAFFIC, IS CLAIM

Shipping Interests of Northwest Intervene in Government's Suit.

Proposed intervention on the part of J. N. Teal and his associates, now in Washington, on behalf of the shipping interests of the northwest in the suit brought by Attorney General McKee, holds at Salt Lake City to dissolve the Central Pacific and Southern Pacific is based on the theory that the severance of the system would demoralize traffic conditions of the whole west coast.

"If there is any good whatsoever that would follow the severance, I have failed to find it," Mr. Teal declared before he left Portland for Washington two weeks ago. This sentiment has been echoed by many business men of Portland following the resolutions of protest forwarded to the president by the San Francisco Chamber of Commerce and the Home Industry League of California.

Attorneys for the railroads at San Francisco and Portland are working out a tentative line of defense though none of the Portland lawyers has received copies of the government's charges on which the severance suit is based.

Public Policy Urged.

By the intervention of the business interests of the territory that would be affected by the separation of the Central from the Southern Pacific, the effort would be made to show to the court that, regardless of the technicalities of the law, the integrity of the system is needed as a matter of public policy; that the Central Pacific and Southern Pacific are not now and never have been competing lines; that the reorganization of the two lines under independent managements would inevitably result either in duplication of service or in an increase in rates or both; that the Central Pacific is the parent line which was taken over by the Harriman interests and developed and extended by them; that the dismemberment of the system by destroying the unity of the Southern Pacific company, would eliminate one competing factor in transcontinental traffic.

These arguments and others are to be worked out and presented to the court if the business interests perfect their intervention action.

Competition is Denied.

The railroad company will show that there never has been any competition between the Central and the Southern. It will produce the records to show that the Central Pacific was the original subsidized railroad constructed from Ogden to the coast and was the real foundation of the Southern Pacific system.

Lines Are Leased.

As rapidly as these lines and the feeders and branches were completed, they were leased to the Central Pacific railroad company, which operated its own lines in connection with those of the Southern Pacific corporations until 1885. Then the Southern Pacific company became the owner of all the stock of the Southern Pacific Railroad company and took a 99 year lease of the lines - that company, as well as of the lines of the Central Pacific company. Since then, all the lines have been operated under these leases.

Inasmuch as all these lines were operated as one property though nominally under the different forms of incorporation required by the various states through which the lines passed, little or no heed was given to the actual corporate ownership. As a result, the Central Pacific and Southern Pacific railroad companies were built by the Southern Pacific railroad company, which are entirely disconnected from the Central Pacific and Southern Pacific railroad company.

The Central Pacific owns substantially all the terminals at Sacramento, Stockton, Lathrop, Merced, Fresno and Oakland, while the Southern Pacific has no terminal property in San Francisco.

Claim Route is Circumtous.

The intervenors propose to show also that the traffic from Portland to the south, now handled by the Southern Pacific lines to the California line, thence via Central Pacific to Sacramento and again via Southern Pacific to San Francisco, would be more circuitous under the severance. Because of the added expense in maintaining two organizations instead of one, more revenues would have to be derived from traffic with the result that increase in rates would be inevitable.

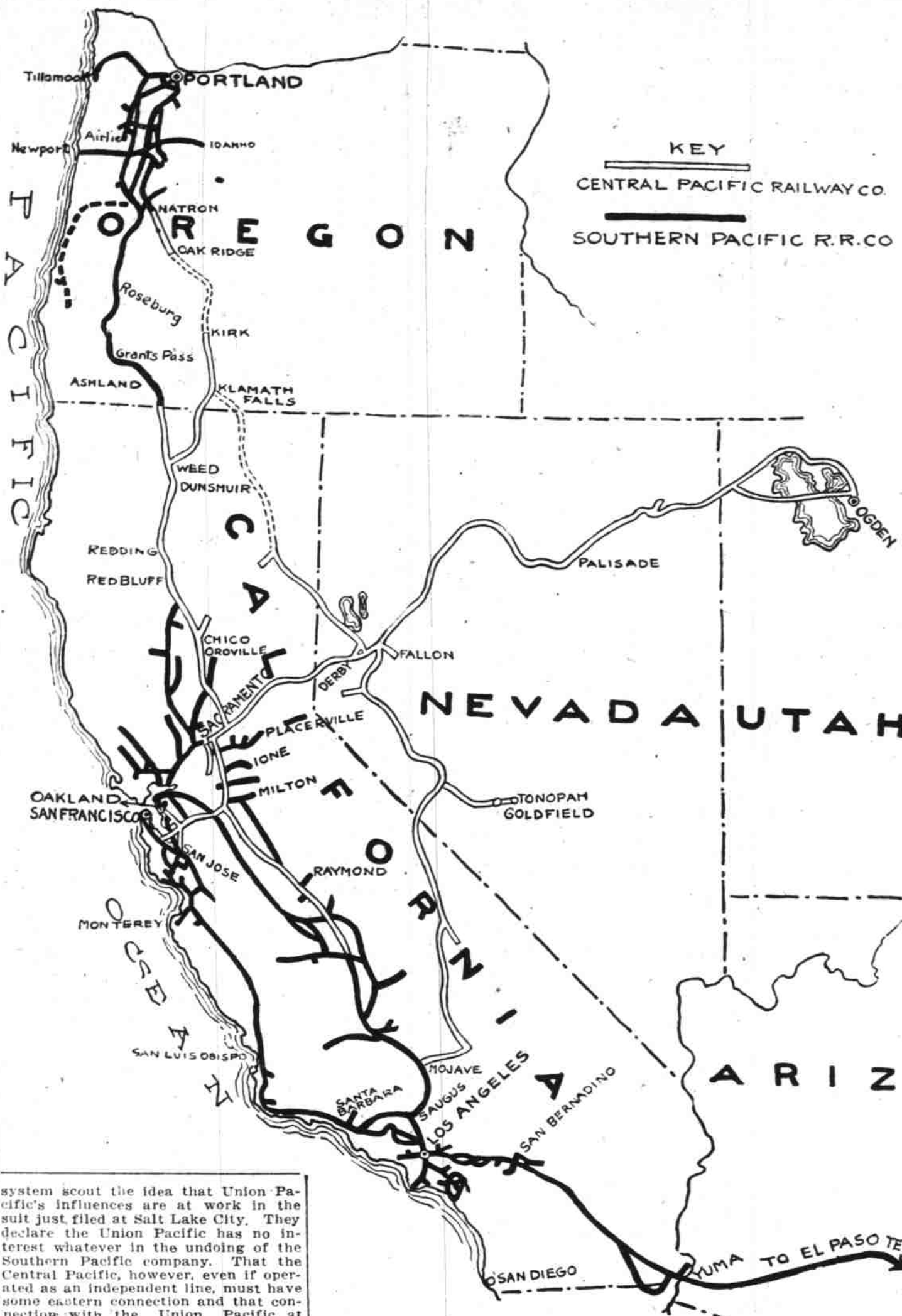
It will be pointed out that if the Central Pacific and the Southern Pacific were practically parallel lines touching the same principal town through the same territory, there might be some ground for bringing the suit on the allegation that trade is restrained; but that the operation of these lines as a system is not in restraint of trade because the system has been operated as a unit from the beginning and there has been no change in corporate ownership relationship since the passage of the anti-trust act.

Idea is Scouted.

This was at a time when, it is pointed out, the dissolution was still pending and while the officers of the Southern Pacific still looked to the Central Pacific as dominant factor in the merger, for their positions. What more natural, it has been suggested, than that these officials should obey whatever word had been sent out from the Central Pacific council?

Local officials of the Union Pacific

PUBLIC POLICY INVOLVED IN FIGHT AGAINST DISSOLUTION



The accompanying map shows the relation of the Central Pacific and Southern Pacific lines as interlaced into one cohesive system. It is shown how the old Oregon & California line, extending from Portland to the California line, is Southern Pacific, with a long stretch of Central Pacific between Ashland and Tehama, where the Southern Pacific track from the south joins it. The open lines on the map indicate how the Southern Pacific built out from the Central Pacific trunks through California. The open lines eastward from Sacramento show the Central Pacific to be the only northern outlet to the east. The proposed Natron cut-off is shown to be a Central Pacific project.

VANCOUVER AVENUE IS FAVORED FOR BRIDGE APPROACH IN ALBINA

Letter Sent to Governor, Engineers and Commission Advocating This Route.

M. H. Calef, secretary of the Albina Business Men's association, has written to Governor West, the members of the Interstate Bridge commission and Waddell & Harrington, in reference to a recent request by the engineering firm for information as to locating the route that would be best for an approach to the new bridge, urging the use of Vancouver avenue.

The letter was sent by Mr. Calef for the president, T. J. Murphy, and the members of the committee selected from the club to select the route, and is as follows:

"Portland, Or., Feb. 7, 1914.

"To the Interstate Bridge commission: 'Gentlemen—In response to an advertisement of Waddell & Harrington, engineers for the Columbia River bridge, asking for information as to locating the streets or roads which would best serve the public as an approach to said bridge on the Oregon side, the Albina Business Men's association beg leave to suggest as follows:

"First, That this association was not formed for the purpose of furthering any particular location of said highway or approach to the bridge, nor is it composed to any extent of property owners directly interested in property along the route which it desires to commend to the favorable consideration of the commission, but we do claim, by reason of the wide business interests which are represented in the association and by the great length of time many of the members have lived and held property

in the vicinity of the necessary approach to the bridge, that our opinion on the location is entitled to consideration.

Second, At a publicly called meeting of this association, when from 200 to 250 voters and property owners were present, after very full and candid discussion, and without one dissenting vote, it was decided to recommend to the commission the location of said highway on Vancouver avenue from the city limits on the Columbia Slough road or Columbia boulevard, as it is called, to the intersection of said Vancouver avenue with Broadway.

Third, One of the prime requisites for any route to be selected must, other things being equal, be the distance. Vancouver avenue furnishes absolutely the shortest and most direct route from Columbia river to the eastern approaches of the Broadway and Harriman bridges. The road selected by the commission is to be the great artery of trade between two great states and we submit that for the purposes of trade, where teams and business vehicles of every kind are to have first consideration, that distance, easy grades and direct connection with the bridges across the Willamette into the business district

of the city, should have first consideration and every rod of unnecessary travel should be eliminated; and we submit that for heavily loaded farmers' wagons and business trucks that no available route offers such easy grades or as short a route as Vancouver avenue from Columbia boulevard to the city bridges. We therefore commend to your favorable consideration Vancouver avenue as the route to be selected to connect the Columbia River Interstate bridge with the business center of the city of Portland.

A committee representing this association will be pleased to confer with you relative to any information you may desire, and to furnish such facts and statistics as are in its possession at any time that you may request.

"ALBINA BUSINESS MEN'S ASSOCIATION.

"T. J. MURPHY, Pres.

"M. H. CALEF, Sec.

Committee—Stephen Collins, Francis Clarno, Chas. I. Gerzan, F. L. Adams, J. F. Wallely, Thad. W. Vreeland, R. C. Bonser.

Journal Want Ads bring results.

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PRACTICAL, SCIENTIFIC DENTISTS

SEE THAT SOFT LIP!
PLATES WITH FLEXIBLE SUCTION
The Very Latest in dentistry. No more falling plates!

Our bridge work has been brought to the highest state of perfection. The teeth on this bridge are interchangeable at will without removing from the mouth.

WE GIVE A 15-YEAR GUARANTEE.
A GOLD CROWN
A WHITE CROWN \$5.00
A BRIDGE TOOTH

We Extract any Number of Teeth Without Causing the Slightest Pain.

We have the best equipped dental office in Portland. We give the best dental service obtainable at any price.

WISE DENTAL CO.
Incorporated Under the Law of the State of Oregon.
Phone—Main 2029, A 2029.
FALLING BUILDING, THIRD AND WASHINGTON, S. E. CORNER.
Entrance on Third Street. Portland, Oregon.

To the Trade

We desire to announce that we have opened a branch house at 205 Yamhill street (northwest corner Front and Yamhill) in this city. Office for the sale and purchase of both new and second hand bags.

No orders too small nor too large for our attention.

We are also in the market at all times for bags in any quantity, paying highest cash market price.

Winkleman Bag Co.
OF TACOMA
205 Yamhill St. Main 4161
Largest Exclusive Second-hand Bag House in Northwest

SUBDUED COLOR TO BE MEN'S FASHION EDICT

Fat Man to Look Slim and Lean Man to Look Other Way.

Men who desire to dress in the height of fashion this spring will affect subdued colors. He will have his clothes cut on the simplest lines while his tailor will endeavor to give him an appearance of tallness and slenderness and shape his garments accordingly.

London, the sartorial arbiter of the world, has decreed it. New York has taken it up and modified the style to suit American conditions. The rest of the nation will follow New York.

K. S. Ervin of K. S. Ervin & Company, Ltd., tailors, who has just returned from a five weeks' visit in the east, characterizes the forthcoming men's fashion mandates as of becoming simplicity.

"Nothing but the most subdued colors and patterns in fine woollens are being worn," he said yesterday. "Dark grays, green or blues, but nothing light. Tweeds are only being worn on outing occasions. Coats are being cut snugly with no padding and closely fitting over the shoulders. Trousers are being worn with a cuff. Everything is being cut to give the man an appearance of smart slenderness. While the coat may be cut shorter than the average box coat of this past fall and winter, by raising the pockets and putting a long vent in the back, the trimness and slenderness of the figure is enhanced to a degree that is most striking."

"This particular cut minimizes the stoutness of a stout man and adds greatly to the appearance of a tall man. Everything is plain. The men in New York are all wearing plain white shirts and plain black derbys. Bright colors are taboo. Plain walking sticks in the natural wood are the thing, with malacca the most popular variety of wood."

"The dress coat is being cut very open at the front, the opening being almost as wide as the front of the waistcoat instead of almost meeting, as was recently the style."

As for women's styles Mr. Ervin threw up his hands.

Speaking of business conditions Mr. Ervin remarked that things were opening up all through the east. Call money was easier to obtain and banks were finishing their reserves. "One thing I don't believe the coast is realizing," he said, "and that is the railroads are beginning to double track their lines between the coast and Chicago. The Northern Pacific is double-tracked half across the country. This will mean much to the merchants of the coast. At the present time it takes about a month to get goods from New York to Portland, with the double track and a special fast freight service we shall be able to get goods through in 10 days. This will mean that we shall be almost as near New York as Chicago is. We shall not be compelled to carry large stocks and will be able to run our business on a closer margin. In this way Portland will be able to have the latest New York styles weeks earlier than it does at present."

Dr. Foster will give an illustrated lecture on "Literary Landmarks of England" next Tuesday evening, in Central library hall.

The next lecture in the Pacific university course on questions of the day will be given next Wednesday evening.

Library Notes

Miss Mary Frances Isom, librarian of the public library, has left the city for a seven months' European trip. During her absence Miss M. Louise Hunt, assistant librarian, will be in charge.

"Christianity Before Christ: The Story of the Pagan Christ," will be the subject of Edward Adams Cantrell's lecture in central library hall this evening at 8 o'clock. Next Wednesday evening Mr. Cantrell will lecture on "Zola and the Fundamental Instincts" in room A of the Central library.

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WILL BE CANDIDATE FOR SURVEYOR

R. C. Bonser yesterday filed a petition indicating his intention to become a candidate for the Republican nomination for county surveyor to succeed Philo Holbrook, who is a candidate for county commissioner. Mr. Bonser is at present a deputy under Holbrook and resides at 724 Gastenbein avenue. His slogan is: "At the service of the public."

The total coal supply of the world recently was estimated at 7,397,523,000,000 tons, of which nearly 4,000,000,000,000 tons are bituminous, Asia having the largest quantity of any continent.

Did you ever hear of a fine Kransch & Bach upright piano for \$103 when they sell regularly at \$595? See graves—Music Co. Removal, 111 Fourth street. Adv.

BRILLIANT CUT GLASS

At Most Attractive Prices All This Week

Each piece of rich design and perfect finish. Make your selections direct from our (Alder St.) window display.

- 11-inch Punch Bowls, reg. \$40.00, now... \$20.00 (Complete with six Glasses.)
- 11-inch Punch Bowls, regular \$25.00, now... \$12.50
- 9-inch Punch Bowls, reg. \$10.00, now... \$5.00
- Jewel Box, reg. \$15.00, now... \$7.50
- 4-pint Ester Pitcher, reg. \$6.20, now... \$3.10
- 10-inch Combination Vase, reg. \$5.95, now... \$2.98
- 10-inch Ester Vase, reg. \$5.20, now... \$2.60
- 8-inch Fern Dish, reg. \$5.00, now... \$2.50
- 10-inch Daisy Vase, reg. \$4.90, now... \$2.45
- 3-pint Daisy Pitcher, reg. \$4.90, now... \$2.45
- 8-inch Arnold Bowl, reg. \$4.20, now... \$2.19
- 8-inch Heart Bowl, reg. \$3.80, now... \$1.89
- 6-inch Comport, reg. \$3.60, now... \$1.79
- Special—8-in. Bowls, values to \$5.00, now... \$1.98
- Empress Celery Dish, reg. \$3.00, now... \$1.49
- 5-inch Nappy, reg. \$3.00, now... \$1.50
- 6-inch Nappy, reg. \$2.00, now... \$1.00
- 5-inch Nappy, reg. \$1.75, now... 88c
- Special—Salt-Pepper Shakers, reg. \$1.50 pair 59c
- Special—Oil, Vinegar and Cologne Bottles, also Jewel Boxes, values to \$3.00, now... 98c

Woodard, Clarke & Co.

INTERIOR DECORATION

is an art which appeals more strongly to the senses than to the intelligence. Its function is to please the eye by proving in the surroundings of everyday life a relief from the dullness of an undecorated room and for want of variety. This must, of course, be judiciously handled, for the decoration must rather accentuate than disguise the structure to which it is applied. Interior decoration is one of the most important branches of our business, and we refer with pride to the fact that a great many of the finest as well as the more modest homes in Portland and vicinity have been decorated and furnished in a correct and harmonious way through the decorative and furnishing service of this store. Those seeking results above the commonplace in the decoration and furnishing of their homes are invited to become acquainted with our various departments. Particularly do we invite inspection at this time of our large collection of

"Springtime Fabrics"

for Draperies, Wall Coverings and Upholstery Purposes,

including cretonnes, chintzes, linen taffetas and other light weight materials. Petit point and gros point tapestries in reproduction of hand needlework embroidery, subsons, damasks, brocades, velours de genre, plain and fancy velours, velvets. Many new things in 28-inch and 50-inch widths. An exceptionally fine assortment of hand-loom Italian stuffs for the finest class of decoration in reproduction of the rarest examples extant of Italian renaissance and other rare documents faithfully reproduced in weave, design and color.

Guaranteed "Sun Fast" and washable fabrics, embodying all the artistic features of the best decorative fabrics, which, even to the most delicate shades, are absolutely guaranteed as non-fadable as well as washable.

Consult With Our Decorative Department Regarding the Decoration of Your Home. Original Color Perspectives Submitted.

J. G. Mack & Co.

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