

PORTLAND, OREGON, SUNDAY MORNING, DECEMBER 21, 1919.

RAILROADS START TO ORGANIZE FOR PRIVATE CONTROL

Local Officers Have Practically Completed Arrangements to Take Over Lines.

With but few radical changes in the official personnel of the Northern Pacific and Great Northern railroads, and the possibility of several more rearrangements being made, these corporations are believed to be practically ready for the return of private control.

The greatest changes have been made on the Northern Pacific, where four men have or will change their positions under private management. All of these four are previous Northern Pacific men who have been moving upward to more important positions in the railroad world. Three changes are known to be pending and these will have much local effect.

Only three changes of any great importance are being made on the Great Northern railroad although there are two other realignments possible soon.

Five officials whose local experience will be included in the staff of the two new organizations. Four of these are now with the Great Northern and the other with the Northern Pacific.

For many years these two railroads running parallel through the Northwest have succeeded in retaining most of their officers, and although the readjustments mean comparatively few changes, it is radical in so far as the Great Northern and Northern Pacific are concerned.

NORTHERN PACIFIC CHANGES

Most important of the changes on the Northern Pacific are those effecting the president and vice president. Howard Elliott, who was chairman of the board of directors before government operation of the railroads and corporate president during federal control, will return as chairman of the board.

J. M. Hannaford, president of the organization, who surrendered his position to become federal manager of the Northern Pacific during administration operation, will return as president, although it is reported that he is soon to retire and that another man is already in line for the position.

It is said that W. T. Tyler is to become vice president in charge of operation. In 1918 Tyler was division superintendent of the N. P. at Pasco, Wash. During the administration operation, he became assistant director of operations and assistant to the first vice president.

J. G. Woodworth will be vice president in charge of traffic. Until early in 1918 he had climbed to the position of the N. P.'s second vice president. During the war he became traffic assistant in the Northwest region. Woodworth has had local experience and served the Union Pacific in Portland as assistant to Ben Campbell, who was general agent for this district.

TITLES MAY CHANGE

Charles Donnelly will be executive vice president, having attained that position after being assistant general counsel in 1918 and general solicitor in 1919. C. W. Bunn will continue as vice president and general counsel.

Under Tyler will be a western and an eastern general manager. The western position will be filled by E. C. Blanchard who was assistant general manager in 1918. The general manager in the east will be J. H. Tappin. He has held this position for several years.

Under Woodworth, J. E. Baird is to continue as traffic manager. Baird will possibly have under him a general passenger agent and an eastern and western general freight agent. The general passenger agent will be A. M. Clelland, as formerly.

It is understood that Henry Blakely will continue as eastern and H. E. Still as western general freight agent, although a possible change of title may be given these men. Some change will effect Still, it is believed.

Clelland has six assistant general passenger and three assistant general freight and passenger agents under his jurisdiction. A. D. Charlton is the Portland assistant general passenger agent. A change is expected in this position, at least in the title.

Both the eastern and western freight agent has four assistants under the present organization. F. H. Fogarty is the assistant in this district. Some change is also expected to effect Fogarty's office.

N. ORGANIZING

As to the Great Northern it was announced several months ago that Ralph Budd, former assistant to the president and executive vice president, would be president of this corporation. Louis W. Hill, who has served as president and chairman of the board of directors for several years, will continue as chairman of the board.

Budd was chief engineer of the S. P. & S. at Portland during the four years the Hill interests were constructing the Oregon Trunk line.

J. M. Gruber is to become vice president in charge of operation. Prior to federal control he was vice president, but during the war resigned to become general manager of the Great Northern at St. Paul.

E. C. Lindley, G. R. Martin and E. T. Nichols will continue in their positions as vice presidents and will also be respectively general counsel, comptroller and treasurer.

W. P. Kenney, former vice president of the Great Northern but now federal manager of that road at St. Paul, is to be vice president in charge of traffic.

RETURNS FROM EUROPE



Dr. Estella Ford Warner, who has just concluded a year's war work in England, France and Russia.

Dr. Warner, who is the daughter of Mrs. E. G. Ford, had just completed her medical course and a course in nursing in Good Samaritan hospital before embarking for Europe under Y. W. C. A. auspices.

Dr. Warner went overseas immediately after the death of her husband, Dr. Douglas H. Warner, who died of the flu a year ago while attached to the navy at Bremerport.

So successful has she been that the association is retaining her services. She will tour the entire Pacific coast, beginning January 1, for the department of social hygiene, the association and on completion of that work she will again go to Europe, her objective being Constantinople, where she will again do work among the refugees.

JOY AND ANGUISH

"Russia, autocratic, crazed, starving Russia, where I spent my last three months, gave me alternate thrills of joy and pangs of anguish; joy in being of service and anguish because of the things that we could not do on account of lack of food.

"Archangel—we arrived in June—was lovely and green. It has electric lights, streetcars, a telephone system and good looking houses, all of which was considerable of a surprise to us. We found its population considerably swelled by the season. He was seated along Buffalo creek watching his line, he said, when there was a commotion in the water. A three pound bass jumped out of the creek and into his basket on the bank. His theory is that the bass was pursuing a minnow. A minnow was found in the bass' stomach when the fisherman cut it open.

JOHN BLANK SPRINGS 'Old-Gag' on Local Railroad Official

Human nature, in the opinion of M. J. Buckley, general manager of the O. W. R. & N., is a queer thing. Last week he received a message which has caused quite a few smiles among railroad officials. The letter, which came from Denver, follows:

"Am leaving for Portland day after tomorrow and will arrive there on No. 19 and will reach your city 2:30 p. m. Wednesday. I want to leave for Seattle same evening. Please make Pullman reservation for me. Yours truly, "JOHN BLANK."

"F. S.—Please cancel reservation. I have decided to travel by another route."

Father, Mother and Grandmother Fight For 7-Year-Old Girl

Eugene, Dec. 20.—Judge G. F. Skipton will be called upon Tuesday to decide whether the father, mother or grandmother of 7-year-old Ruth Bond can give her the best home.

When the father and mother of Ruth separated, a few months ago, at Rupert, Idaho, they entered into a written agreement to relinquish all interest in their daughter and to give her to the little girl's grandmother, Rachel E. Bond, of Lane county.

Last week, during the absence of the grandmother, the mother, Beulah Bond, took possession of the girl and turned her over to the family of J. J. Emmons. Habeas corpus proceedings have been begun against the Emmons family and the mother. The writ was granted on the petition of the father, Claude H. Bond, and the grandmother.

C. M. Stevens was elected president of the Lane County Bar Association, Fred Smith vice president, Donald Young secretary, and City Recorder Alta King treasurer. A paper written by Judge Kavanagh of Portland, on "The Constitution," was read by E. O. Immet. In a discussion of capital punishment, the opinion was advanced that the matter of life imprisonment or hanging should be left with the jury. Regarding the industrial compensation act, it was suggested that the law to be passed by the special session of the legislature should regulate the compen-

AMERICANIZATION IS BIGGEST WORK, SAYS DR. WARNER

Y. W. C. A. War Worker Tells Her Impression After a Year's Experience in Europe.

"The biggest work before the American people today is the Americanization of the foreigners who come to this country," declared Dr. Estella Ford Warner, Y. W. C. A. war worker, who has just returned from a year's overseas service which has taken her to England, France and Russia.

"In my travels and in my work I was tremendously impressed with the necessity of every American being informed on the principles of Americanism, why America stands for democracy and what she does that represents democracy. We Americans overseas were not looked upon as people, but rather as representatives of that wonder-country about which the Europeans know so little but dream so much. Americanization is the great work that lies before us today."

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on a gruel made of fish oil and black bread. Even the babies have gray skin and it is just literally drawn over the bones. The infant mortality in Russia exceeds ever that of India.

OUTRAGES REPORTED

"We were not in soviet Russia, but were at all times back of the allied lines, but we saw enough and heard enough of the outrages at the hands of the Bolsheviks to terrify us. There were practically no young men or boys left, they had either been taken prisoners or killed. Both women and children had been outraged unspcakably, and according to reports the Bolsheviks took especial delight in abusing young children in the presence of their mothers.

"The great hope was that the allies would not withdraw, but when they did finally go they left the natives supplied with provisions and ammunition and I happen to know that many of the girls whom we had sheltered and cared for provided themselves with fire arms or with poison with which they proposed to destroy the Bolsheviks rather than be taken by the Bolsheviks.

"While I was stationed at Brest 6000 French brides of American soldiers passed through our hands. Each one was given a physical examination and they were started off on their journey to America in groups of from 20 to 50, each group in charge of an American secretary. In New York they are kept until their husbands can be found."

Dr. Warner spent considerable time in both France and England, her particular work being the supervision of medical work, the giving of physical examinations and the conduct of classes in first aid, emergency treatment, hygiene, simple physiology, infant care, sanitation of the home in community. In Archangel she conducted three classes each evening of the week, with an enrollment of 50 in each class.

Prize Fish Yarn

New Bloomfield, Pa., Dec. 20.—(I. N. S.)—Hank Orvin, who lives near here, is the author of the prime fish story of the season. He was seated along Buffalo creek watching his line, he said, when there was a commotion in the water. A three pound bass jumped out of the creek and into his basket on the bank. His theory is that the bass was pursuing a minnow. A minnow was found in the bass' stomach when the fisherman cut it open.

ENGINEER RETIRES TO SEE OWN LAND; ABSENT 12 YEARS

Mr. and Mrs. Brownlee Come to Portland After Roundabout Voyage From Chile.

Following 12 happy and fruitful years in Mexico and South America, John Brownlee, who until his recent retirement from activity was a construction engineer for the Guggenheim corporation, arrived in Portland with Mrs. Brownlee last week after a circuitous journey from Caldera, Chile.

The laurels of his works proving all sufficient for the present, Mr. Brownlee is enjoying for the first time in some 20 years a thorough inspection of his own country, from which he went into Aguascalientes, Mexico, from the Guggenheim properties in Utah.

Industry in Mexico rocked upon its foundations under the tremors that resulted in the downfall of Porfirio Diaz, but the Portland visitor was not dislodged by the revolution until soon after Carranza assumed the presidency, when the bandit, Villa, directed his rampage in the particular direction of the Brownlee strongholds.

HAVE EXCITING EXPERIENCES

In boxcars the American residents over most of Mexico escaped the threatening progress of Villa by crossing the American boundary, carrying the memories of some hair-raising experiences. Mr. and Mrs. Brownlee went into South America, with Caldera, Chile, as their destination.

From that vantage point and by means of extended travels through South American countries, the visitors gained valuable impressions and a knowledge of conditions that is interesting.

In foreign trade Mr. Brownlee becomes the apparent lethergy of American business men who, although rather generally represented, have permitted the British and the Germans to make wide inroads on the trade fields.

BRITISH AND GERMAN COLONIZE

"While the American method is largely confined to 'absent representation,' the British and Germans have actually colonized in many parts of South America, and under the influence of their residence a vast proportion of the im-

RETURNS FROM SOUTH AMERICAN RESIDENCE



John Brownlee

port business goes to their native shores," Mr. Brownlee declares. "Of course, there are many Americans in South America, and there was even a larger proportion in Mexico before the several revolutions, but a great majority of the foreigners are British or German."

"In such centers as Santiago and Valparaiso, the clearing houses for Chilean business, the foreign population is overwhelmingly British and German. The foreign retail merchants are seldom of American extraction, although the missionary church work is left largely to American hands and minds.

"America certainly has the long end of mechanical and lumber import business, but that, after all, is only a fraction of what is available. I cannot say that colonization is essential to the upbuilding of American imports but the absent treatment for business will not produce results."

SOUTH AMERICA REMARKABLE

"It seems respects South America is a wonderful scene of residence, but I believe the disadvantages of being away from one's own country and the strange surroundings, that the entire southern continent present, overcome any advantages. An active, well financed and permanent invasion of South America, however, would result in great returns to American manufacturers.

"South America is rapidly awakening to the value of her resources under the pressure of foreign influence and money to a large extent. Some day the southern republics will not be dependent in any degree upon foreign manufacturers and the time to enjoy the profits of South American trade is the present."

PANAMA CANAL TRIP INSPIRING

Of all the wonders a South American journey presents to the uninitiated, none is so majestic or inspiring as that of the Panama canal. Mr. Brownlee's de-chaps, and a mere inspection of that great work is almost sufficient recompense for the trials of the trip. Otherwise one might course over a sterile South American republic and return with a general knowledge of conditions, not only in business but in social charm, manner of living, and the interests of all other sections, according to the vision.

After completing their travels in the United States, Mr. and Mrs. Brownlee may return to Portland to reside, they aver.



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THE BETTER SHOPS HAVE THEM