## SPROULE STATES S. P. AND U. P.

"The Southern Pacific and Union taken it would be necessary first for connections from the time the overland trai Pacific, with or without a buyer. route was opened. They continue so route was opened. They continue so connect up its separate lines and re-at the present time and any competent arrange its terminals in order to conmanagement of the Southern Pacific nect up its service. The Southern will continue those friendly relations Pacific would have to find means of because they are to the self interest separate lines in order to complete its of both companies and also to public advantage."

William Sproule, president of the Southern Pacific Railway company, who arrived in Porciand Monday, made this statement in discussing fears of relation might be broken by the Centra; Pacific falling into unfriendly control and that the Union Pacific might thus

This comment also referred to the Union Pacific's attitude that if the attached to it the Rock Island system or any other, such new relation might quired years to achieve. alienate the Southern Pacific's friendly OPPOSES SUGGESTION interest from the Union Pacific. NOT SEEKING ROADS

Sproule pointed out that the Southern Pacific has not sought, and is not lines as now in existence be allowed due regard to the public interest. to remain unbroken, "that the public

With further reference to the conunder the same management as the Overland Route, Mr. Sproule said: "There can be no such thing as use. The Southern Pacific could not of its own motion divert a ton of freight or a passenger from the Union Pacific, and neither could the Union Pacific so divert from the Southern if the shipper or passenger stipulated for movement over the Cen-trai Pacific or Union Pacific, or both. "It is to be no LAW COVERS ROUTES

Today every shipper routes his routing, and it is given him freely. This the law requires, and it could the Union Pacific. not be withheld if the railroad wished

not justify its recent decision orderng separation of Southern Pacific and to the Pacific railroad acts, the South-ern Pacific executive said the Pacific 1920. The decision was expressly placed railroad acts require simply that the line from Omaha to Ogden and Ogden to San Francisco should be operated as one continuous line without discriming. tion of one road against another, no matter who operates them. He con-

That the Southern Pacific has a all times performed its duties and obligations under the Pacific railroad could not of its own motion divert a acts was acknowledged by Union Pa-cific officials in their testimony in

CITES ACT OF CONGRESS

"It was clearly contemplated by congress that the through line might be operated in separate ownership by two companies, for congress by the act of May 6, 1870, fixed the common Ogden within the limits of nine sec-sent to Salem by the transportation terests of the community and the state tions of land described in the act, and department of the local Commercial in general.

pon and possess these lands in equal SPEED tares."

Central Pacific "is and has been for so many decades operated as part of the railroad system of the Southern Pacific; that the whole operation has been a unit built up to serve the peo-ple of the Pacific coast," Mr. Sproule

"Every device suggested for tearing under this system is in the nature of mere makeshift. EXPLAINS SITUATION

"The fact is that if such were under-The Central Pacific would then have to connecting its separate terminals and

"Both would involve expenditures from which the public would derive no benefit. After it was all done they would have no better line service than before, but would have to deal with two lines instead of one. Then, to run the Union Pacific that this friendly the roads now operating organizations would have to be created, for the present operating divisions and train runs would become misfits. The breaking up of the lines would be without any relation to present division and train lon Pacific's attitude that if the arrangements. This would seriously uthern Pacific as it now exists has and undo for them much that has re

"The suggestion made by Carl Gray. president of the Union Pacific, that order to comply with the Pacific railroads act the Central Pacific must seeking, ownership of other lines, but be torn from the Southern Pacific is merely asks that the Southern Pacific without merit and especially so with without merit and especially so with

"The Pacific railroads act requires may have the advantage of its un-broken public service as a common Ogden and from Ogden to San Fran-carrier rather than substitute for it cisco be operated as a physically con-the two city officers be discharged. carrier rather than aubstitute for it cisco be operated as a physically condisrupted service under two car- nected line, not in the sense of ownership, but as a matter of not breaking the line by putting obstacles in the nection of the Central Pacific (operated | way which would prevent unobstructed movement. They were to be operated outhern Pacific since 1870) with the without discrimination as one railroad Julion Pacific at Ogden to form the against another, no matter who oper ates them.

"When the Union Pacific in Mr. Harclosing a gateway or restricting its riman's time got control of the Southern Pacific the position of the Central Pacific, now discussed, remained unchanged. The traffic was handled during that control as it has been handled since that control ended.

"It is to be noted that when Mr. Harriman controlled both Union Pacific and Southern Pacific he never freight over the line he designates, de- attempted to take away the Central mands a bill of lading showing that Pacific portion of the Southern Pacific from the latter and attach it to

"The Pacific railroads act was in tended to provide for that kind of Noting that the supreme court did operation which the laws have since made universal. The court did not justify its recent decision by reference Sherman anti-trust act and that alone. "Full faith has been kept with the Union Pacific, the government and the people. As to the closing of the gateway, that is a mere figure of speech The laws have robbed the railroads of the power to close a gateway. The Southern Pacific as now constituted ten of freight or one passenger from the Union Pacific, neither could the Union Pacific, neither could the on Pacific of its own motion; only the shipper or passenger can do it.

CLUB DEPARTMENT ASKS OREGON REPRESENTATION out that Oregon City will be vitally out that Oregon City will be vitally out that public service commission to attend the San Francisco hearings, where the status of the rail company, and although no course of acterminus and point of junction of the the decision to divorce the Central Pa- tion is recommended to the commis-Union Pacific with the Central Pa-cific and Southern Pacific companies sion, merely asks that there be adecific at a point near the station at is being considered, a letter has been quate representation to protect the in-

St. Helens, June 20 .- Carl Hofmiller well known St. Helens speed cop and deputy city marshal of that city, and City Marshal George Potter face possible loss of their stars as the result of a fist fight between Hofmiller and Dewey Harrison, a St. Helens grocer, staged last night in the play shed of

he McBride school. The fight lasted 21 minutes. It was scheduled to be by rounds and George Gardner was to referee, but after it began, all rules were forgotten and bare fists flew until S. C. Morton, exmayor and newspaper publisher, appeared and demanded that Potter end t. Both men had black eyes and puffed lips as mementoes.

The trouble started in the police court when Harrison was arrested be cause of a temporary license on a delivery car, to which Hofmiller ob-jected. Bad blood is said to have exsted before this between the men. During the court proceedings the lie was passed and an invitation to battle given and accepted. Word of the com-ing battle spread and more than 200 men, women and children gathered for

as the fight continued. A formal complaint against Hofmiller and Potter was filed with Mayor Edison I. Ballagh and the matter is to be brought before the city council Potter is said to have suggested the istic meeting, after preventing an enounter as the men left the court-

### Court Is Asked to Dismiss Libel Suit On Steamer Iowan

A petition to dismiss the \$10,250 libel suit filed against the steamer lowan was argued before Federal udge Bean Monday by Erskine Wood. local counsel for the owners of the vessel, the Holland-American line. Wood informed the court that one day before the libel action was brought here by Konrad Holm, sailor, that the owners obtained an injunction in the New York federal court restraining any one from filing claims against the vessel, pending the outcome of petition to limit the amount of liability.

The court did not render an opinion Central Pacific lines by any reference to the act, neither did it take cog- as the attorneys requested five days in which to file briefs. The libel grew out of a wreck on upon the court's construction of the May 28 in the Columbia river between the Iowan and Welsh Prince, in which

seven sailors were killed and others injured. Holm was one of the injured DIVORCE COMES QUICKLY Vancouver, Wash., June 20 .- Less han six months after their marriage Martha Davis was granted an interlocutory divorce from Carlyle Davis, on the ground of non-support. They

club. Ralph Shepherd, chairman, points

NO LESS

brown calf apron and

fancy tip rubber soles and heels. All sizes, all widths.

SINGED BY FIRE WHEN HE HUNTS LOST BALL



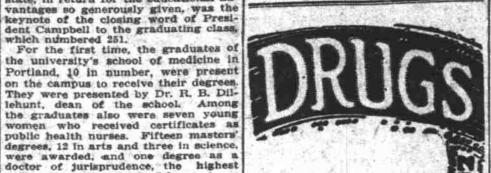
Paul Rackleff, who was injured in basement fire Monday afternoon which caused death of Fireman James Baldwin

KILLED IN MILL ACCIDENT Bandon, June 20,-Fred C. Water man, 50, a rancher of Bridge, was killed in a sawmill, where he was working.

tactics, Emerald Foster Sloan, Eugene; rhetoric, George Verne Blue, Ashland. Honors in general scholarship were won by George Verne Blue, Sylvester

won by George Verne Blue, Sylvester H. Burleigh, Enterprise; Arthur Clark Hicks, Canyon City; Ian Campbell, Isabelle Kidd, Portland.

Honorable mention for general scholarship was given to Lillian Auld, Eugene; Arthur Bramley, Eugene; W. Thomas Coates, Tillamook; Rita E. Danford, Portland; Virgil Glenn De Lap, Klamath Falls; Pauline V. De-Vin, Portland; Roberta Adele Gibson, Long Beach, Cal.; Bertha Alice Hays. Long Beach, Cal.; Bertha Alice Hays Corvallis; Mrs. Mary Virginia Mc-Eugene, June 20 .- The too little appreciated practical value of scholar-Dougle, Eugene; C. Carl Myers, Eugene; Emily Abbie Perry, Tacoma, Wash.; Troy Aubrey Phipps, Ashland; Hubert G. Schenck, Berkeley, Cal.; Peter L. Spencer, Ashland; Marian Priscilla Taylor, Eugene; Grace Elizaship was emphasized by Dr. A. H. Upham, president of the University of Idaho, in the commencement address to the University of Oregon graduating class of 1922 in the Woman's building here yesterday. Service to the state, in return for the educational adbeth Tigard, Tigard; Genevieve Til-



WHEN you scription filled in a hurry, remember Nau's on that convenient downtown corner.

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Ashland; military science and lotson, Tygh Valley; Floyd Thomas tence of one year in the penitential and payment of a fine of \$1000. It was convicted by a jury at midnig

Chief of Building

Norton Winnard, Eugens.

Dr. Robinson of Jacksonville, President Campbell announced, had presented a valuable art collection to the ing off strikes,

CATHOLIC SHOT Trades Convicted Newry, Ireland, June 20.—(I. N. S.)
A train was held up at Goraghwood Junction in County Down today and Peter Murray, a Catholic, Chicago, June 20.—(U. P.) — Fred Mader, president of the Chicago Building Trades council, today faced a sen-

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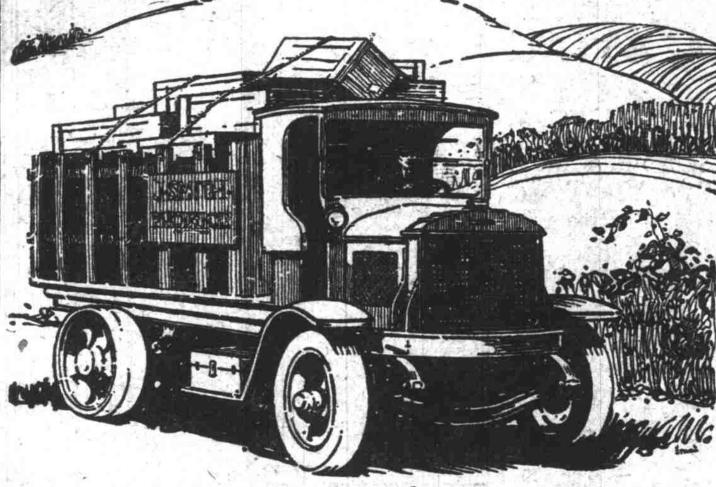
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man Perryville, O.; Frances Day Curtis, Portland: Leigh Carroll Douglas, Wenatchee, Wash.; Lloyd Alfred Endlund, North Bend; Charles Ferguson,

Parma, Idaho; Daisy Thomas Halleck,

Newport: Jessamine Margaret Mc-

Gloin, Wall Lake, Iowa; Ira Robert Manville, Eugene; Levi T. Pennington.

Newberg; William James Russis, Eugene; William R. Skidmore, Com-

stock; Sophus K. Winther, Eugene.

The degree of master of arts was con-

ferred on Benjamin Horning, Eugene

Matthew C. Riddle, Grants Pass.

neth Armstrong of Portland.

Henry Padden, Creswell

HONORS ARE ANNOUNCED

Carl Myers, Eugene; chemistry,

Berkeley, Cal.; history, George Verne

Radcliffe McIntyre, Baker, and

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of Freezone upon a tender, aching corn or a callus for a few nights. The soreness stops and mortly the entire Freezone removes hard or soft corns,

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apron and tip to match, in



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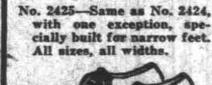
dark brown calf apron,



No. 4424-Brown calf with 2 shades Parker apron, Goodyear welt, oak leather sizes, all widths.









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