

SAYS U. P. ONLY SEEKING TERMS

Refusal to Build From Bend Not Serious

Gray Waiting For Others to Pave Way, Says Oregonian Editorial

The statement of President Carl R. Gray of the Union Pacific relative to construction south from Bend to Klamath Falls does not really mean that the line will not be built, according to an editorial in Friday's Oregonian under the heading "Hold- ing Out for Terms?" The editorial follows:

President Gray's answer to the question whether the Union Pacific company intends to build railroads from Bend to Klamath Falls and from Crane to Odell is not "No," though it reads like "No." It is a statement of obstacles to building, of conditions necessary to building. Therefore the inference is fair that, if these obstacles were removed and these conditions fulfilled, the Union Pacific would build. There is a show of reluctance on the part of the Union Pacific to make any effort in that direction, perhaps because the less anxiety it displays, the more eager will others become to clear the way, and the better terms it may make.

The Union Pacific cannot remain indifferent to the decision of the Hill lines to build to Klamath Falls if the interstate commerce commission permits, and the odds are that it will permit unless an arrangement can be made for use of the Southern Pacific track between Odell and Klamath Falls that would fully satisfy the desire of the Hill lines to control their own traffic.

The Union Pacific also has a line that has stopped halfway to the country where the big traffic is, it wants to make that line pay, and the prohibition on its solicitation of traffic south of Kirk, which is included in the order of the commission that settled the Central Pacific dispute, can be withdrawn. Gray terms it an agreement with the Southern Pacific, but it also an order of the commis-

sion which, in the interest of the third party—the public—gave legal sanction to the agreement.

Extension of the Oregon Trunk—a competitor of the Union Pacific in the Deschutes—to Klamath Falls would change the situation that existed when the Union Pacific renounced the right to traffic south of Kirk. If much of that traffic is to move north over the Hill lines, the Union Pacific will want to be on an equality with them. For the Union Pacific to ask release from the Kirk article in the agreement may be contrary to railroad ethics and might lead the Southern Pacific to propose general revision of the contract. If a change were made to that road's disadvantage, but the Union Pacific might welcome a move in that direction on the part of the public, represented by the commission.

Gray's objection to building the cross-state line from Crane to Odell can fairly be construed to mean that the Union Pacific must be compensated for building and operating across the trafficless Central Oregon plateau with access to large traffic west of that area. That opportunity was put off when the merger between the Union Pacific and Southern Pacific was dissolved and can be restored either by extension of the Union Pacific across the Cascades and through Western Oregon or by admission of the Union to common use of the Southern's lines or by interchange of traffic at a division of rates giving the Southern liberal compensation. Much is made of that "high desert," which the Union Pacific puts at 125 miles, though Examiner Kephart reduces this to 70 miles, but it is not an insuperable obstacle provided there is plenty of traffic beyond. The Union Pacific built a line from Rogerson, Idaho, to Wells, Nevada, across a 99 mile desert in order to reach the copper mines at Contact and to haul Idaho farm and range products to San Francisco. A desert is a good talking point in making a railroad deal.

The Hill lines can obtain the right to build through to Klamath Falls or to common user of the Eugene-Klamath cutoff from Odell to Klamath Falls, and the Union Pacific can be given the required inducements to build to that point and across the center of the state only over the strenuous opposition of the Southern Pacific. In granting a certificate for completion of the Eugene-Klamath cutoff the commission reserves authority to modify its terms by supplementary order and might use this power to order a common user between Odell and Klamath Falls for

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the Hill lines and the Union Pacific. The Southern Pacific has consistently resisted all efforts to subject that line to common use and may be expected to continue that policy.

The transportation act gives the commission authority to require common use "of terminals including main line track or tracks for a reasonable distance outside of such terminals as in its opinion will best meet the emergency and serve the public interest." This authority has not been applied to so long a line as that under discussion, and the commission may hesitate to stretch it so far. Still less could it apply the same principle to all of the Southern Pacific's Western Oregon lines. In order to meet the needs of the Union Pacific for traffic the examiner proposes that in the general consolidation plan all the Southern Pacific lines in Oregon be transferred to the Union Pacific, but the commission is less inclined now than it was four years ago to such radical change or to compulsion in arranging new systems.

The commission has another power which might be exerted most effectively in support of the Hill lines' forward policy, to overcome the Union Pacific's reluctance and the Southern Pacific's resistance. That is the power to authorize extensions that railroads desire to make. It may grant the Oregon Trunk a certificate of convenience and necessity to build its own line to Klamath Falls, provided no arrangement can be made for common use of the Southern Pacific's line. It might authorize joint construction by the Hill lines and the Union Pacific with the same proviso and might eliminate the Kirk clause from the Central Pacific order. The prospect of a parallel line might then decide the Southern Pacific to share the use and the expense of its line with its competitors, notwithstanding its repugnance to the whole common user scheme.

Offer of a certificate of convenience and necessity to the Union Pacific for an extension from Crane to Bend and on through Hog pass into the Willamette valley might find that road more willing to move, and might confront the Southern Pacific with a similar alternative to that suggested for the Klamath route.

All of these matters are before the commission in the Oregon case, decision of which cannot be long delayed. The nature of that decision will surely follow the general trend of the examiner's findings, though it is unlikely to adopt his most radical recommendations. Behind those findings is the demand of Oregon and Southern Idaho for opening of the neglected areas and for better service. The people do not want two lines of track where one can carry the traffic, but they do want competition in service between two or more systems reaching different markets, though using the same tracks. Complaint about the meager earnings of existing roads finds them cold, for there are examples of two roads developing far more traffic for each than there had been for one alone.

Oregon offers opportunity to furnish additional proof. Temporary lull in the lumber industry proves nothing to the contrary. Grasshopper mills in the southern pine forests may glut the market for the time, but they will give the Pacific coast more complete control after those forests are gone and after Oregon's new railroads are built.

The key-lock in the Oregon railroad jam is shaking under the pressure of the Hill lines and it will be cut by the commission. The Union Pacific will then have to move to protect itself, and the Southern Pacific will not be able to stand in the way.

INSTITUTE PLANNED FOR HOME MAKERS

Housewife's Problems to Be Discussed At Redmond

Leaders prominent in home making, home economics and home beautification work will be present at the home makers' institute to be held in Central Oregon from July 7 to 19, both dates inclusive. It was made known at a committee meeting attended by 18 women from all parts of Deschutes county, held in the Pilot Butte Inn Friday afternoon.

The Central Oregon home makers' institute, the first of its kind planned for the mid state country, will be held in Redmond, it was decided at Friday's meeting. There will be three such institutes in Oregon this year—one in Redmond, one in Grants Pass and the third in Tillamook. More than 200 women attended the institute in Grants Pass last year. Nutrition, clothing, recreation, home beautification and art in the home will be discussed at the Redmond meeting by specialists. The institute will be held under the auspices of the O. A. C. extension service, with Mrs. Jessie McComb, state home demonstration leader, in direct charge. The institute will be held in Central Oregon as the result of the work of W. T. McDonald, county agriculturalist.

Yesterday's committee meeting was attended by Mrs. McComb, who consulted with the women as to the nature of the program which should feature the institute. The conference resulted in the outlining of a program covering various phases of home making work, from health to home beautification. The health program will be supervised by Dr. Estelle Ford Warner, formerly medical director of the state board of hygiene, now Marion county child welfare worker.

Among the speakers appearing on the program will be Mrs. Kate W. Jamieson, dean of women at O. A. C.; Professor J. Lou Fairbanks, head of the art department at O. A. C.; Miss Case, O. A. C. nutrition specialist; Miss Esther B. Cooley, clothing specialist, and others. Miss M. Milan of O. A. C., who recently returned from China, will have as her subject "Home Life in China."

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Women from various communities in Deschutes county attending yesterday's committee meeting showed great interest in the program. It is reported by County Agent McDonald. The institute will be for Deschutes, Crook and Jefferson counties.

Inch of Snow Falls Near Ochoco Mines

PRINEVILLE, May 9.—One inch of snow fell in the vicinity of the Ochoco mines and the summits between Prineville and Mitchell, Thursday, according to reports received by Vernon V. Harpham, supervisor of the Ochoco national forest.

The first fire of the year, with little evidence of its origin reported by the local forest officials, occurred several days ago on the Henry Speech land, a short distance north of the boundary of the Ochoco national forest. Two acres were burned. As yet, no fire within the boundaries of the Ochoco national forest has been reported to officials.

Son Held Following Murder of Professor

(U. P. Cassel Wire to The Bend Bulletin)

ST. LOUIS, Mo., May 9.—Edward G. Dillon, 19, is being held by the police for questioning in connection with the murder of his father, Dr. William A. Dillon.

Dr. Dillon was found slain on the campus at Washington university more than a week ago. He had been shot. The youth was taken into custody late Friday after police learned the youth was beneficiary in three \$5,000 insurance policies which his father carried.

Bend Woman Is First To Buy Rosaria Seats

PORTLAND, Ore., May 9.—Mrs. Clayton Dudding of Bend is the first purchaser outside of Portland of

seats for "Rosaria," the 1925 rose festival pageant, and for the floral parade. Mrs. Dudding has bought "Rosaria" seats for Monday, June 15, the opening night, and Multnomah field seats for the floral parade on the afternoon of Thursday, June 18.

Bend was further distinguished with regard to this year's rose festival by making the first entry from out of town in the floral and Merry-khans parades. This entry is The Shelvin-Hixon Company's band.

Lipman, Wolfe Store Sold To National Chain Group

PORTLAND, Ore., May 9.—Purchase of Lipman, Wolfe Co., pioneer department store, by the National Department Stores, Inc., became known here today.

The chain store company yesterday exercised by telegraph an option on the store, which is one of the largest and most widely known in Portland.

Paul Ager Is Nominated For Student Body Office

EUREKA, May 9.—Paul Ager of Bend, prominent student, athlete and

A. D. Lewis

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executive, is a candidate for the vice presidency of the associated students of the University of Oregon. Ager was elected on the students' election ticket by Robert McCabe. Ager was awarded the silver trophy presented by a Portland business firm to the University of Oregon athlete having the highest scholastic average.

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50c Henkle Cascaia Tablets, 100's	May Bargain 19c
60c pint Peroxide	May Bargain 29c
45c 2-oz. Zinc Oxide Tablets	May Bargain 23c
25c 1-inch, 2 1/2-yard Adhesive Tape	May Bargain 19c
30c Liggett's Milk Chocolate Bar, 1/2 lb.	May Bargain 25c

FREE—25c TUBE KLENZO DENTAL CREAM WITH A 35c TOOTH BRUSH

50c Ekelo Antiseptic Lotion	May Bargain 39c
\$1.00 Russian Type Mineral Oil	May Bargain 69c

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Hallcroft Bond-Finish

75c 1-pound, 72 flat sheets; 35c large envelopes to match, both	79c
60c Harmony Coco Butter Cold Cream, May Bargain	48c

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