

**CONSOLIDATION OF  
Q. G. N., N. P. & C. S.  
IS BEFORE I. C. C.**

Hale Holden, President of the Burlington, Opposes Diverge of G.N. from System

Washington, D. C., November 17, 1922 — The Interstate Commerce Commission started today their hearings as to grouping of Western railroads. The Great Northern, Northern Pacific, Burlington and Colorado and Southern announced that they were prepared to consolidate their lines into one system. They also announced vigorous opposition to the tentative plans of Professor Ripley and the Interstate Commerce Commission, which contemplated the divorcing of the Great Northern and Colorado and Southern from the Burlington.

Hale Holden, President of the C. B. Q. and the C. & S., was the first witness. He produced numerous exhibits of growth in mileage, improvement and enlargements of yards and terminals, second and third track and increases in number of locomotives and cars in support of his testimony, showing the intensive development of these system lines since they became closely associated in 1901, and pointed out the disorganization which would follow from an attempt now to disturb the channels of trade and commerce which have naturally been established in the development of this strong combination of Western railroads.

These roads have a large number of facilities used in common and operate through freight and passenger train service via the Twin Cities, as well as via Billings, Mont. One of the principal reasons for the large investment by Burlington in serving the large southern Illinois coal territory was to develop a low grade through line for the movement of

that coal to the Twin Cities and points beyond, and the construction of the low grade line south from Billings, Montana, through the center of Wyoming, was also to handle the growing interchange of important freight tonnage as well as passenger business with the Northern Pacific and Great Northern at that point. The Commission in the tentative plan above referred to proposes to divorce the Great Northern from the Burlington and assign it to the Chicago, Milwaukee & St. Paul Railway Company. This would cause heavy loss to the Burlington in the important interchange of freight and passenger business at St. Paul and Minneapolis, Sioux City, Iowa, and Billings, Montana, and disturb the long-standing existing traffic routes without public demand or justification therefor.

It was pointed out in the testimony this morning as somewhat remarkable that in all the other tentative plans announced by the Commission no serious disturbance to existing relations was proposed, whereas in the case of the successful and important western lines, such as the Burlington, Great Northern, Northern Pacific and Colorado and Southern, the plan seems to be to separate them and thereby sacrifice many of the benefits which have come during the past twenty years through their close association and large investments in improvements of the various lines constituting this alliance. It was pointed out also that if one of the major purposes of this provision of the Transportation Act was to develop a basis for the consolidation and absorption of so-called weak lines, that could not be accomplished by first weakening a strong line like Burlington and then expecting it to add any of the mileage of the so-called weak lines to its present system.

**AUCTION SALE**

John M. Venard will sell at the W. C. Lyman farm, 4 1-2 miles south of Lombard, 1 mile north of Downers Grove at the corner of Highland and Ogden avenues on Saturday, November 25, commencing at 1:00 o'clock p. m., 15 Head of Cattle; Hogs; Sheep; Chickens; 10 acres of Corn in shock; 50 bu. Canadian Oat Seed and other things too numerous to mention. Usual terms of sale. Gray & Dieter will be the Auctioneers.

**Timber Uninjured by Fire.**  
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**Figures That Stagger.**  
A full chart of the ancestry of all the 200,000,000, more or less, of people of English ancestry scattered over the world would, if carried back to the Twelfth century and written with one name to the square inch, cover some 23,000,000 of square miles.

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**As Kathleen Saw It.**  
Mether (quoting neighbor's clever daughter to small child who has failed lamentably in a school examination) — "I can't think how you can be so stupid, Kathleen. Why, look at little Marjorie Daniels. She has passed with honors." Kathleen (weeping) — "Yes, M—mummy, b—but you seem t—to forget that M—m—marjorie Daniels has c—clever p—p—parents."—London Tit-Bits.

**Soul Sustained by Beauty.**  
Beauty has been appointed by the deity to be one of the elements by which the human soul is continually sustained.—Ruskin.

**Life as I See It.**  
Don't fuss with your neighbors about a few shortcomings. I know a very distinguished man who says "et" for "ate."—Louisville Courier-Journal.

**What's Breathing Apparatus.**  
Concerning the breathing apparatus of the whale an eminent naturalist says: "The windpipe does not communicate with the mouth; a hole in, as it were, bored right through the back of the head."

**Pretty Girl's Announcement.**  
Announcer—"Signor Bambino leaves railway rails of three yards long two right angles. If anyone presents has a railway line of the requisite length on him Signor Bambino will perform the feat here and now!"

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Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

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Etc., Etc.		

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