Q, G. N., N. P. & C. S.

Hale Holden, President of the Burl-

ington, Opposes Divorce of

G.N. from System

Washington, D. C., November 17

1922 - The Interstate Commerce

Commission started today their hear-

ings as to grouping of Western rail-

roads. The Great Northern, North-

ern 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 Com-

mission. which contemplated the d

vorcing of the Great Northern and

Colorado and Southern from the Bur-

Hale Holden, President of the (

hington

CONSOLIDATION OF

I that coal to the Twin Cities and

points beyond, and the construction

of the low grade line south from

the growing interchange of impor-

Railway Company. This would cause eers.

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

mony this morning as somewhat re-

tive plans announced by the Com-

lines constituting this alliance. It

vas pointed out also that if one of

the major purposes of this provision

of the Transportation Act was to de-

velope a basis for the consolidation

Burlington and then expecting it to

add any of the mileage of the so-

called weak lines to its present sys-

NOW'S

markable that in all the other tenta- tack.

enger business with the Northern November 25, commencing at 1:00

Pacific and Great Northern at that o'clock p. m., 15 Head of Cattle;

point. The Commission in the ten- Hogs; Sheep; Chickens; 10 acres of

tative plan above referred to pro- Corn in shock; 50 bu. Canadian Oat

poses to divorce the Great Northern Seed and other things too numerous

It was pointed out in the testi- the wood has not been subsequently in-

IS BEFORE I. C. C. ter of Wyoming, was also to handle

therefor.

of Lombard, 1 mile north of Down-

ers Grove at the corner of Highland

Timber Uninjured by Fire.

States forest products laboratory indi-

cate that timber cut from insect or

fire-killed trees is just as good for any

structural purpose as that cut from

live trees of similar quality, providing

Jured by decay or further insect at

Figures That Stagger.

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

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25,(NN),(NN) of square miles.

A full chart of the ancestry of all the

-- "I can't think how you can be so stupid, Kathleen. Why, look at little Marjorie Daniels. She has passed with honors." Kathleen (weeping)-"Y-es M-mummy, b-but you seem t-to forget that M-ni-marjorie Daniels

from the Burlington and assign it to mention. Usual terms of sale. to the Chicago, Milwaukee & St Paul Gray & Dieter wil be the Auction-Boul Sustained by Beauty. Beauty has been appointed by the delty 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 for "ate."-Louisville Courier

Whale's Breathing Apparatus.

Concerning the breathing apparatus of the whale an eminent naturalist says: "The windpipe does not communicate with the mouth; a hole back of the head."

Announcer-"Signer Bambin railway rails of three yards long two right angles. If anyone I has a railway line of the res as it were, bored right through the length on him Signor Bambino will perform the feat here and now!"

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The Partial Payment Plan will make it easy.

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WESTERN UNITED CORPORATION

Investment Department

has c-clever p-p-parents."-Lon-

Investigations made by the United

mission no serious disturbance to ex-B. Q. and the C. & S., was the first isting relations was proposed, wherewitness. He produced numerous exas in the case of the successful and hibits of growth in mileage, improveimportant western lines, such as the ment and enlargements of yards and Burlington, Great Northern, Northern terminals, second and third track and Pacific and Colorado and Southern, increases in number of locomotives the plan seems to be to seperate 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

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 railand absorption of so-called weak These roads have a large number lines, that could not be accomplished

of facilities used in common and opby first weakening a strong line like erate through freight and passenger train service via the Twin Cities, as well as via Billings, Mont. One 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

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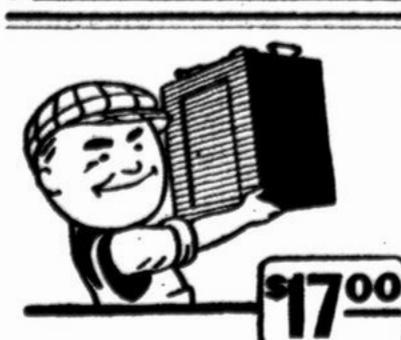
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