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BUDD VISIONS DEVELOPMENTS ON HUGE SCALE

Great Northern President Says Oregon Trunk to Stimulate Trade.

REGION IS INSPECTED

Not Planned to Go Farther Than Klamath Falls at Present—Merger Plan Submitted.

(Associated Press Leased Wire.)

PORTLAND, Ore., July 8.—"Construction of the extension of the Oregon Trunk south from Bend to Klamath Falls by the Great Northern will bring our line in closer touch with Oregon's development and hereafter we will be much more intimately identified with the affairs of this state."

This statement was made today by Ralph Budd, president of the Great Northern, on his return to Portland from a trip over the proposed route of the Oregon Trunk extension with other officials of his company.

"When the Oregon Trunk extension is completed we will have a line running almost entirely through the state from north to south," said President Budd. "We expect many big developments to result from our extension of railway transportation facilities to the Klamath Falls region. The district which we will serve is rich in natural resources and with transportation they will develop rapidly. Of course the timber is the big thing, and while there is not any great demand for lumber, it ultimately will be marketed."

"The Hauser Brothers Construction company is proceeding rapidly with the work of grading and when that is completed track laying will start. It will be approximately six months before the line is finished. Obtaining rights of way delays us a little."

No Farther South Asked if his company plans extending its lines south from Klamath Falls into California, President Budd said:

"Klamath Falls is our only ob-

jective. That is positive for the present. Our company has no other plans, although we do not know what the future may bring forth."

The party inspected the Shevlin-Hix logging road which extends for 23 miles south from Bend and which the Great Northern has purchased as its first unit of the extension. It will be necessary to reconstruct much of this line.

President Budd believes that if the Great Northern-Northern Pacific consolidation plans go through, the extension of the Oregon Trunk which the Great Northern is financing, would become a part of the unified system and not maintained as an independent line.

Crop Outlook Good "I just want to say, a word of encouragement to Portland and other sections of the Pacific northwest," said President Budd. "Throughout the middlewest, the inland Empire and the Rocky Mountain districts, prospects for bumper crops are splendid. Farmers should reap big returns from this year's crops. This means prosperous farmers with greater buying power. Undoubtedly this will be pleasing information for your lumbermen and merchants."

Merger Plan Submitted WASHINGTON, July 8.—Formal application was made to the Interstate Commerce Commission today for approval of the project to consolidate the Northern Pacific and Great Northern railroads.

The complete plan which has been drawn up and approved by stockholders and officers of the two roads, provides for creation of a new company, the Great Northern Pacific, under the laws of Delaware. Under this plan the corporation asks the commission to allow it to issue 4,970,976 shares of common stock, 2,479,550 shares of which would be exchanged for the outstanding stock of the Northern Pacific railroad, and 2,491,426 shares of which would be exchanged for outstanding stock of the Great Northern company.

Most of the securities of the existing companies already have been deposited with committees in preparation for the contemplated exchange.

The new Great Northern Pacific company's plan also includes lease of the 900-mile system of the Spokane, Portland, and Seattle railroad, which is now owned in common by the Northern Pacific and Great Northern. While the definite application did not deal with the subject, the corporation also contemplates control of the 11,400 mile system of the Chicago Burlington and Quincy railroad, which is now jointly owned by the Great Northern and Northern Pacific.

The new corporation, which operates through the center of the territory covered by the consolidation plans. All of the railroads which the new corporation proposes to absorb are included in the group known as Hill railroads, because of the former predominance in their administration has been in progress for

FATHER CURES CRIPPLE

NEW YORK—Paralyzed since babyhood by infantile paralysis, Irving Friedman, 12, now is able to walk. When the best specialists gave up the case, Irving's father took a course in physiotherapy and gave treatments twice a day for years. Recently the boy took his first steps.

Eat barbecue sandwiches and live forever. Brand's Road Stand.

LODGE DIRECTORY DE MOLAY CHAPTER

Regular communication 2nd and 4th Thursdays, Masonic Hall.

Union Encampment No. 9, I. O. O. F.—Meets in Odd Fellows Temple on 2nd and 4th Wednesdays of each month. Visiting Patriarchs always welcome.

STANLEY FARNSWORTH, C. P. BEN PALM, H. P. CARL W. OHMAN, Sec.

United Artisans—Meets 12 K. P. Hall first and third Thursdays. Visiting members always welcome.

CONSTANCE BLACK, M. A. MILDRED McCULLOCH, Treas. BELLE STEPHENSON, Sec.

I. O. O. F., Philatelic Lodge No. 8—Meets in Odd Fellows Temple every Friday evening. Visiting brethren are always welcome.

W. J. BURKE, N. G. A. J. GEDDES, Rec. Sec. J. B. BAILEY, Fin. Sec.

W. B. A. O. T. W. Roseburg Review No. 11.—Holds regular meetings on second and fourth Thursdays at 7:30 p. m. Visiting sisters invited to attend reviews. Maccabee Hall, Pine and Cass streets.

MRS. HELEN HUFFMAN, JESSIE RAPP, Col.

Job's Daughters No. 8.—Meets first and third Fridays at 7:30 p. m. Masonic Temple. Master Messons and O. E. S. members always welcome.

ELIZABETH ABRAHAM, Sec.

O. E. S., Roseburg Chapter No. 3.—Holds their regular meeting on the first and third Thursdays in each month. All sojourning brothers and sisters are respectfully invited to attend.

MYRTLE BOND, W. M. FRED JOHNSON, Sec.

several months. Some opposition to the program has been indicated by the interests associated with the Chicago, Milwaukee and St. Paul railroad, which operates through the center of the territory covered by the consolidation plans.

All of the railroads which the new corporation proposes to absorb are included in the group known as Hill railroads, because of the former predominance in their administration has been in progress for

If Ban Johnson Retires, One of These Celebrities May Succeed Him.



Col. Jake Ruppert



Ed Barrow

Robert Quinn, better known as Bob, is president of the Boston Red Sox. Quinn has risen from but boy to his present position. He knows every angle of the game, having served as player, business manager and now club president.

Colonel Jake Ruppert, of the New York Yankees is baseball's wealthiest club owner. Despite the fact that he put nearly three million into the Yankee stadium, baseball is a mere plaything compared to his many other interests.

E. S. Barnard, president of the Cleveland Indians, for years has been known as the efficiency man of baseball. Barnard is well versed in all departments of the game and has been responsible for many reforms in the executive end of baseball.

Ed Barrow, now business manager of the New York Yankees, has enjoyed nearly every thrill offered in baseball. As a big league manager he won the pennant and world series for Boston. Prior to that he served as head of the International League.



Robert Quinn



E. S. Barnard

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 HIS COMMAND

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 CALL OF ONE WHO UNDERSTANDS

A Chicago Daily News artist's impression of a few of the many amazing wonders being presented at the Antlers Theatre Tonight, Saturday and Sunday by Richards, the famous magician and his excellent company. Richards' show is the most pretentious attraction of the kind witnessed in Oregon.