

WALL STREET IS INTERESTED

NEW YORK (AP).—Two strategic railroad consolidation moves, one in the rapidly growing southwest and the other in the highly competitive eastern trunk line territory, have focused the watchful eyes of Wall Street upon Leonor E. Lorie, head of two of the most compact railroad systems in the United States, the Kansas City Southern and the Delaware & Hudson.

At a time when ambitious plans for regrouping the railroads into a small number of large systems are taking shape in the different sections of the country, Mr. Lorie has taken independent action, laying the basis for prospective consolidations built around his own railroads.

A former associate of E. H. Harriman, Mr. Lorie is credited with executing a play, reminiscent of the days of this great railroad builder, in the east where he has sponsored a plan for a fifth trunk line in opposition to the "four-power" grouping proposed by the New York Central, Pennsylvania, Baltimore & Ohio and Nickel Plate systems. Furthermore, the

president of the Delaware & Hudson obtained a lease of the Buffalo, Rochester & Pittsburgh railway, a small but prosperous soft coal carrier, highly important to any plan of regrouping the eastern railroads. The road originally had been allotted to the New York Central under the "big four" proposals outlined to the interstate commerce commission.

Mr. Lorie's quiet and unexpected acquisition of the line, Wall Street agreed, had circumvented the "big four" consolidation scheme. The Wabash railway, controlled largely by the same banking interests, it was believed, would be available to the Delaware & Hudson as a route to Chicago and could be tied up easily with the Buffalo, Rochester & Pittsburgh at Buffalo.

Only the acquisition of some such road as the Lackawanna or Lehigh Valley, to provide the double function of connecting the Delaware & Hudson with its new leased line and serving as an entry to the Port of New York, would be needed to round out a comprehensive system in which would establish a network of lines linking Montreal, Buffalo, New York, Pittsburgh, Detroit and Chicago.

The Lehigh Valley, Wall Street believed, is already virtually controlled by the New York Central and eventually will be included in that system. There is a possibility, however, that the Lackawanna, on which the Van Sweringen and the Pennsylvania railroad officials have been casting covetous eyes, may go in the highest bidder, and if any contest for control develops Mr. Lorie is certain to be in the fight.

Whether or not the Delaware & Hudson executive is successful in carrying out his conception for a fifth trunk line, he will command a favorable bargaining position. If the Delaware & Hudson fails to become the nucleus of a greater railroad, it will at least be fitted into a "big four" grouping only on its own terms.

In the southwest, the Kansas City Southern has obtained a strong foothold and perhaps working control of the Missouri-Kansas-Texas railroad, a much larger system. No direct negotiations for a merger have yet been broached, but when the time comes for linking up the small southwestern lines, Mr. Lorie and his associates, with two railroads under their control, probably will be able to dictate the terms and lay-out of the merger, which is expected to embrace the St. Louis, San Francisco, Chicago & Alton and several smaller carriers.

Notwithstanding the conjectural elements surrounding the ultimate development of the two systems, Wall Street's imagination has not been slow to grasp the possibilities of sympathetic traffic relations which might be effected between a Lorie railroad in the southwest and a fifth eastern trunk line stretching through the Wabash, would extend to St. Louis.

Associates of Mr. Lorie recall that it was only a short time ago that he was violently opposing what he termed "grandiose consolidations." In his merger plans they insist that he will remain consistent to this principle, and attempt to build new systems as compactly as possible.

Chocolate ice cream is given an unusual flavor by adding one-fourth teaspoon of cinnamon to the cream before freezing. This gives not suggestion of cinnamon taste.

Descendants of History Characters



Descendants of prominent characters of early American history met in Lawrence, Kan., for the first time in more than a century when John Maxon, center, great grand nephew of Meriwether Lewis, who commanded the Lewis and Clark expedition, met Beralee Goff and Esther Burnett, great grandchildren of Sacajawea, famous Indian guide. The sisters are grandchildren of Baptiste, the baby born to Sacajawea on the expedition, and whom she carried on her back from Fort Mandan to the Pacific coast.

YEAR'S SCHOOL BUDGET MADE

COVE (Special).—Members of the school board, assisted by W. E. Breakers, J. M. Weimer and T. C. Herty spent Thursday making out the school budget for the coming year.

Mr. and Mrs. Robert French attended the Commencement exercises at North Powder Thursday evening.

Mrs. Karl Reynolds, of La Grande, was a guest of Mrs. Roy Duncan last week.

Mr. and Mrs. Roy Baker are spending a few weeks with their parents, Mr. and Mrs. George Baker, after a year's absence.

Mrs. Cora Richards, of Portland, is visiting her daughter, Mrs. L. N. Conley.

Mr. and Mrs. E. O. Eckersley left early this week for Ontario, Oregon to be present at the graduation of their granddaughter Miss Jean Conklin, from high school.

Mr. George McDaniel is visiting a sister, Mrs. Sarah Myers at Vale.

Mrs. R. H. Miller, of La Grande, spent a few days this week among her friends in Cove.

Miss Hazel B. Dunham of Weston is a guest of Mrs. T. R. Conklin.

Mrs. Ray Goodenough and Mrs. J. J. Conley of La Grande, came over for the Guild party at Mrs. Dertach's.

Word has been received here from J. W. Kaufman that his family has fallen heir to \$100,000, by the death of Mrs. Kaufman's sister, Mr. Kaufman was principal of the Cove school a few years ago and they have many friends who wish them happiness in their good fortune.

Mrs. Clayton May, of Baker, is a guest at the home of her brother, W. A. McNeil.

Florida man wants bachelors to pay a tax, maybe a luxury tax.

Crumbling Subsoil Plays Tricks With Streets of Rome

ROME (AP).—Despite reassuring statements and glib explanations which have been made by the Roman municipal authorities of an unusual series of street collapses and cave-ins, the fact that six of these disquieting accidents have occurred within the brief space of several weeks is causing considerable alarm here.

The first of these accidents was a cave-in which caused a large section of the Via Ripetta to fall to a depth of about six feet. The collapse occurred in broad daylight, the ground falling away several feet in front of a crowded tramway. But the proximity of the Via Ripetta to the Tiber river offered the apparent explanation that the recent heavy rains and flood condition of the river had caused a weakening of the alluvial sub-soil along the river bank.

Within a fortnight after this collapse, however, there were five other more or less similar accidents in various sections of the city, some of them far from the river, and the Romans always ready to inject melodrama into the simple facts of daily existence, saw in the series the presentation of a new source of terror. The



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inhabitants of southern Italy and Sicily live under the Damoclean sword of historic disturbances; would the Romans have to live in constant dread of the possible effects of a crumbling subsoil? To this question the authorities have hastened to give an emphatic negation, asserting that each accident had a special cause and that there was no one underlying cause for all of them. In some places, it is explained, too much new construction was weakening the subsoil; in others, rain water seepage had caused the weakness, while in still others excavations for building foundations had unearthed ancient sewage systems.

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Phone Main 793

TRAIN DETACHED BY "BOSSIE"
BRISTOW, Okla. (AP).—Six coaches of the St. Louis-San Francisco train No. 8, northbound, left the tracks three miles south of here Monday. Passengers were shaken up and the fireman and engineer were scalded. No one was injured seriously.

The train struck a cow standing on the switch. The impact split the switch, members of the crew said. The engine and four coaches rolled over into a 10-foot ditch.

A. W. Hinkley, engineer, and N. B. Body, fireman, were scalded when they jumped as their engine went over.

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SAN FRANCISCO DROWNS
KLAMATH FALLS, Ore. — N. H. Wilbur, a traveling man from San Francisco, was drowned and two companions narrowly escaped a similar fate on the Klamath river below the Copco dam when they were caught by a rush of water from the flood gates of the dam.

Wilbur was carried down stream more than six miles before his body was recovered.

IN THE PATH OF PROGRESS
To study any particular human mechanism properly and diagnose its ills is beyond the power of any one man.

Rapid scientific advancement demands specialists and complete modern equipment.
At the **HOT LAKE SANATORIUM** a competent staff of physicians and a well-equipped laboratory give each individual the best possible service.

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