

Onion Taste May Be Taken Out of Milk; Oil Process

KNOXVILLE, Tenn. (AP)—Cows seem to be the last milk consumers to have a diabolical yearning for wild onions.

It may be that the garlic-scented milk is not so much a result of the onion taste in the milk as it is of the onion taste in the milk.

At last, however, a compromise has been reached. A way has been found for the cow to have her onion and for the consumer to drink the milk—without onion.

Dr. Margaret H. MacDonald, research chemist, and her associates at the University of Tennessee, have discovered that the onion substance which contaminates the milk can be washed out with a light mineral oil, of any of a number of kinds now only sold for medicinal use.

The onion substance, they found, apparently attaches itself to the small fat globules in the milk. By stirring into the affected milk about one-tenth as much mineral oil as the amount of fluid to be cleaned, the oil will wash out the onion substance.

HELP BRING DEMOCRATIC CONVENTION TO TEXAS



These five gentlemen from Texas induced the democrats to hold the convention at Houston. They are (left to right): Jesse Jones, chairman of the financial committee of the national committee, who guaranteed financial satisfaction by writing out his own check for \$250,000; J. Adams John Boyd, State Senator T. J. Holbrook and Congressman Daniel E. Garrett.

much air while making sure of a thorough mixture, the onion substance is drawn away from the fat globules and attached to the particles of oil, which rise to the top. The oil then can be removed from the milk, either by straining through wet cotton or cotton cloth which catches the oil, or by drawing off the milk from the bottom of the oil.

or the oil from the top through a faucet. Two treatments with fresh oil are necessary to remove all of the onion flavor. The oil can be rectified by simple methods and used again, making the removal of the onion contamination inexpensive as well as easy enough for application in the home or small dairy.

Octopus Meat At Nickel a Pound Is New Delicacy

SEATTLE, Wash. (AP)—Instead of being the ferocious man-killing beast depicted in story books, the octopus is a timid and inoffensive creature, and is highly prized by many persons, particularly Orientals, as a food delicacy.

Although few white people have developed a liking for the eight-armed cephalopod, an amazing growth in the sale of the octopus was shown in an investigation of the 72 varieties of edible fish caught in the North Pacific waters. From a catch of 25,551 pounds in 1921, the octopus had found a market which absorbed 323,541 pounds in 1926, and the demand has grown since then.

The average retail price is five cents a pound, making a normal year's catch worth more than \$4,000. But like other products, holiday demands sometimes boost the price to three times the average.

New York-Halifax By Air HALIFAX (AP)—Business interests here are considering the establishment of an aerial freight, express and mail line between this city and New York. Government departments plan to experiment this winter with air mail routes between Halifax, Montreal and Ottawa.

The democrats have decided to hold their convention in Texas. Now we'll find out how good the Texas oranges really are. Those Texans who persuaded delegates to convene in Texas must have known their ropes. Houston should enjoy having the democrats there, however, as it has been many years since the town has had anything good and bloody. This offers a wonderful opportunity to educate Mexico. Only a few Mexicans could see the convention, of course, but all of them probably will hear it.

Henry Ford says railroad trains should be lighter. That would give Model A a better break.

The eagle is said to fly fastest when going away from its nest. A nice emblem for our money.



BEAUTIFUL Lady Fumival, a baroness in her own right and long a star at English charity performances, soon will make her professional debut as a singer.



HE'S A real outdoor boy of the west. Bobby Robertson, Red Eagle, Mont., has bagged several bear, deer and elk with his high-powered rifle. Now he's after a mountain lion.

Rail Mergers on Grand Scale May Await Added Legislation

By Clinton Coffin

(Associated Press Staff Writer) WASHINGTON (AP)—Railroad consolidation for a grand scale, first made a prospect for the country in 1920, when congress enacted the transportation act, still remains a prospect. With almost negligible exceptions, the larger railroads retain the same state of organization despite official and corporation proposals for reconstructing the railroad map.

As congress saw the situation when it enacted the transportation act, railroad consolidation was to become an inevitable necessity in the era approaching. The statute directed the interstate commerce commission to "make rates permitting the railroads to earn a 'fair return' upon their capital investment. This meant 6 per cent per annum at the time, but in March, 1927, was reduced to 5 1/2 per cent. It was realized that any attempt to make such rates would enable straight, well-served and strong railroads to earn much more than 5 1/2 per cent, while on the same rates the more circuitous, badly located and weak carriers would earn much less. In an endeavor to meet the expected discrepancies, the law ordered the commission to recapture from the strong roads half the income they might attain above the 5 1/2 per cent level, and to hold such recaptured earnings for loans to the weaker lines.

This system, it was believed, would tend to make the strong roads buy the weaker in order to avoid the recapture penalty, and that the result would be to keep all the country's rail systems running with a moderate return to capital. Further, to facilitate this process, the commission was instructed to prepare a general plan for consolidating the country's railroads into 13 or 20 great systems and thereafter was empowered to relieve consolidating roads from the ban of the anti-trust laws against mergers.

But the enactment of the law was about as far as the program got. Conditions afterward made nearly all the country's mileage profitable. Also, nearly every tentative consolidation proposal devised by railroad magnates brought out local and regional opposition to protest. The commission made some progress toward devising the nation-wide consolidation scheme, but refused to adopt a final schedule until the powers and duties were clarified by law. In the meantime, for one cause or another, it turned down practically every consolidation proposal made by the railroad operators.

O. P. and M. J. Van Sweringen, of Cleveland, who with associates control the Erie, Pere Marquette, Nickel Plate, Chesapeake & Ohio and Hocking Valley roads, made the most important endeavors to merge lines under the consolidation plan. Nothing daunted when the commission rejected their first scheme for merging these carriers, they advanced a second proposal, this time omitting the Nickel Plate. The commission's final decision is pending.

L. F. Loree, president of the Delaware & Hudson, a prominent figure in a number of railroad pools, twice tried his hand at mergers, only to be turned down. Mr. Loree's first scheme was to put together the Kansas City Southern, Missouri-Kansas-Texas and the St. Louis Southwestern. His second proposal was to link the Delaware & Hudson with the Buffalo, Rochester and Pittsburgh as a detail of a broad plan for a new and greater

merger in the future. The Norfolk & Western proposed to buy in the parallel Virginia system, but met commission refusal. The Van Sweringens, with the chiefs of the Pennsylvania, Baltimore & Ohio and the New York Central systems, laid down tentatively some diverse programs for consolidation in trunk line territory. These plans have been discussed with the commission, but have in no way been approved.

The Hill group of roads in the northwest, including the Great Northern, Northern Pacific and the Burlington, with ramifications southward through central of the Colorado & Southern, have been the latest to make a serious test of the commission's adverse position. In the series of decisions adverse to consolidation, the commission has established a policy which will make any merger difficult to consummate. The actual merger proposals submitted have been vastly different from the tentative plan created by the commission itself. Nearly all the financial and legal advisers of the country's great roads are inclined to believe that new legislation by congress will be necessary before mergers, if desirable, can be made on any important scale.

It is a mistake to seek any kind of fresh meat before cooking. Soaking draws out the juices which give the characteristic flavor and add to its good value. If the meat needs cleaning, wipe it off with a damp cloth or trim it.

CONCRETE POLES

ROME (AP)—Five thousand concrete telephone poles have been placed along the new 210 kilometer railway line between Rome and Naples. Manufacture of the poles, known locally as "pali di cemento armato veritativo," has given Italy a new industry.

tin from a university announcing the finding that fat students study most while the lean ones are more popular socially. If you think it puzzling go out and learn one of the new dances and then wait yourself.

John J. Pershing has been named a bank director. Maybe because he knows his doughboys.

We see no mystery in the bullet.

Cups and saucers are the first to break!

So we've put a dainty blue and white china cup and saucer in every

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Carnation Oats are precooked to improve the flavor.

Prepared the Albers way for quick kitchen convenience.

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Extra Heavy-Guaranteed -12,000 miles-

29 X 4.40 WIDE TREAD

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Take, for instance, our Western Giant Balloon shown above... Go to any of our stores and examine one... Note the select Plantation Para Gum Rubber Tread, and the extra thickness and non-skid design. Note also, the high quality long staple cotton carcass... the pure amber gum cushion stock and filler strips... the massive side walls, and the perfect fitting, extra-reinforced bead.

Compare quality and prices, then... you'll realize what big savings are yours when you buy tires from "Western Auto"... the World's largest retail Auto Supply house, where tremendous purchasing power, economical "150 store" distribution, and one-low-price selling create economies that make "Western Auto" headquarters for thrifty car owners all over the West...

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MAKE these Low Prices still lower by using your old, worn tires as part payment on new, guaranteed "Western Auto" tires... Avoid trouble with tires that are nearly gone... take advantage of our trade-in allowance that is worth more to you than the little mileage you may get from your old worn tires... Trade them in today, at your nearest "Western Auto" store.

Western Giant Balloons

Guaranteed 12,000 Miles

Extra heavy tread... built to give extra mileage under the most exacting service. At our low prices, they offer unequalled tire economy. Trade-in allowance makes these prices even lower.

Size	New Low Price
29x4.40 Balloon	\$ 8.45
29x4.95 Balloon	12.45
30x4.95 Balloon	12.95
31x4.95 Balloon	13.75
30x5.25 Balloon	14.30
31x5.25 Balloon	14.95
30x5.77 Balloon	17.35
32x6.00 Balloon	18.85
33x6.00 Balloon 6-ply	21.95
32x6.20 Balloon 6-ply	21.90

Western Giant Cords

Guaranteed 12,000 Miles

Massive, extra heavy duty super cord tires at the lowest prices ever... Superior tread gives greater traction and safety... extra rubber gives longer wear... and our trade-in allowance offers extra savings.

Size	New Low Price
30x3 1/2 Reg. Size Cl.	\$ 6.95
30x3 1/2 Extra Over Size Cl.	7.95
30x3 1/2 S. S. Over Size	8.75
31x4 S. S. Over Size	12.45
32x4 S. S. Over Size	12.95
33x4 S. S. Over Size	13.75
32x4 1/2 S. S. Over Size	17.95
33x4 1/2 S. S. Over Size	18.55
34x4 1/2 S. S. Over Size	19.75
35x4 1/2 S. S. Over Size	25.45
35x5 1/2 S. S. Over Size	25.85

Wear-well Balloons

Guaranteed 8,000 Miles

Extraordinary savings are offered in these full balloons with broad, ribbed, non-skid treads. Look at these low prices... and remember our trade-in allowance on your old tires!

Size	New Low Price
29x4.40 Balloon	\$6.97
29x4.95 Balloon	10.15
30x4.95 Balloon	10.25
30x5.25 Balloon	10.95
31x5.25 Balloon	11.85
30x5.77 Balloon	12.95
33x6.00 Balloon	14.90

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Our Low Prices on these full standard weight tires with thick, tough, road-gripping treads, offer tremendous savings to car owners of the West. Allowance for old tires too!

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30x3 Cl. Reg. Size	\$ 5.65
30x3 1/2 Cl. Reg. Size	5.95
30x3 1/2 Cl. Over Size	6.45
30x3 1/2 S. S. Over Size	7.85
31x4 S. S. Over Size	9.60
32x4 S. S. Over Size	9.90
31x4 S. S. Over Size	10.65
34x4 S. S. Over Size	12.35
32x4 1/2 S. S. Over Size	15.95
33x4 1/2 S. S. Over Size	16.65

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Sugar Pure C & H Cane. 7 Lb. Bag 49c	Milk Pet Brand, Large cans. 5 Tins 45c	Honey Alfalfa and Sweet Clover. Pure strained. 5 Lb. 69c 10 Lb. \$1.29
Crackers Fresh and crisp. Large family size caddy. Each 43c	Vegetables Lettuce Imperial, 4-doz. size. 2 Heads 19c	Syrup Safeway Brand. Pure cane and maple. 5 Lb. 89c 10 Lb. \$1.69
Tomato Soup Campbell's 6 Cans 49c	Celery Nice crisp well-bleached and clean. 2 For 25c	Pancake and Waffle Flour All prepared. This is real good. 9 Lb. Bag 59c
Salmon Best grade, Pink. 3 Large Cans 55c	Carrots and Turnips Large bunches. 2 For 19c	Rice Fancy Blue Rose head. 5 Lb. Bag 39c
Asparagus Maximum Brand. One pound flat tips. 2 Cans 65c	Sweet Potatoes Very fine quality. 5 Lbs. 25c	Coffee Safeway Blend. 1 Lb. 50c 3 Lbs. \$1.47
Pickles Del Rio Brand. Sweets. Full quart jar. Each 39c	Fruits Bananas Firm, golden ripe fruit 2 Lbs. 19c	Sweet Chocolate Buy it in bulk and save the difference. 2 Lbs. 45c
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