

MISS M'CORMICK GOES TO EUROPE; PLANS GUARDED

Granddaughter of John D. Rockefeller Sails With Smile, but Declines to Comment on Oser

(By Universal Service)
New York, July 29.—Miss M. McCormick, heroine of an international romance, was smiling but silent on her matrimonial plans when she sailed today for Europe.

"I am sorry, but I can't say anything," she said when questioned about her coming marriage to Max Oser, the Swiss riding master.

Even the close relatives of the granddaughter of John D. Rockefeller claim they do not know her plans.

"Mathilde is running her own boat now," said her brother, Fowler. "I can't tell you what she intends to do. Wish I could."

Miss McCormick was accompanied by her uncle, Cyrus McCormick, and a maid, when she boarded the Majestic. Her uncle would not answer questions as to whether she would go through with the marriage which her mother violently opposes.

Her father, Harold F. McCormick, is in Paris, where it is rumored he will wed Ganna Walska after her divorce from Alexander Smith Cochran, formerly the world's richest bachelor.

Mathilde's romance began when she was living with her mother in Switzerland. She used to ride through the Alps with Oser, and he proposed. She is 17 and he is in his forties. She is heiress to two of the greatest fortunes in the world. He has family traditions.

When he popped the question, she hurried home to tell the glad news. But the match did not look as good to the family as it did to Mathilde. Her father finally agreed and publicly announced the engagement, but her mother steadfastly refused to give her consent.

Mrs. McCormick accused Oser of being a gold-digger.

Finally all members of the family refused to discuss the affair. Mathilde was sent to Hot Springs and then to Florida to give her a chance to forget the foreboding. Whether she has or not is to be seen.

At any rate, family opposition has not robbed her young life of any of its joys, though it probably taught her the virtue of silence.

These two facts she demonstrated today when she sailed, smiling but steadfastly silent.

ALONG PACIFIC COAST

In those counties bordering on the Pacific coast there will have been disbursed at the end of the season approximately \$4,000,000.

Except for some betterment which is provided for the Roosevelt highway is finished through Clatsop county. In Tillamook county the road for

STATE HIGHWAY GLIMPSES



Above—Highway by the sea in Curry. Center—Lava cut in Central Oregon on Old Oregon trail. Below—Bridge over Malheur river at Ontario.

the entire distance is either finished or under contract to be finished.

In Lincoln county the work is under contract from the north line of the county to Devils lake and the highway commission is committed from available funds to open the road through to Newport.

No provision has yet been made for the coast road in Lane and Douglas counties.

With the work completed and now under contract all of Coos and Curry counties will be open to travel and connection with the Pacific highway the greater part of the year and continuously when the improvement from Coquille to Bandon, now in contemplation, is under way.

LATERAL COAST ROADS
The links connecting the Pacific highway with the coast highway are well advanced. On the McMinnville-Tillamook highway there has been expended \$500,000, on the Roseburg-Coos Bay highway \$1,500,000, on the Corvallis-Newport and Alsea river roads \$1,200,000, and on the Eugene-Florence road \$600,000.

From a few points north of Wedderburn in Curry county the coast highway has not yet been located to the

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cost of grading is \$1,000,000. The distance is some 30 miles.

OREGON CAVES ACCESSIBLE

In Josephine county the Oregon caves, one of the many scenic assets of the state, have been made accessible through cooperation with the federal government on the Grants Pass-Crescent City road on the Hays hill grade and on the road between Holland and the caves.

Klamath county is being connected on the west with Jackson county by the improvement of the Green Springs mountain road and with California on the south by macadam road from Lamm's mill on the shore of Upper Klamath lake through the county seat to Malin. To complete the improvement in Klamath county there is the section of The Dalles-California highway through the headwaters of the Klamath river valley and Klamath Indian reservation from the upper lake to Fort Klamath. On the east the connection with Lake county has advanced as far as Dairy.

With the completion of the Fort Klamath section of The Dalles-California highway will follow a good smooth road from Klamath Falls to Crater lake.

IN LAKE COUNTY

Lake county has been aided in the construction of a macadam road from Lakeview through Crooked Creek valley to Chandler station and from that point in a new grade to the narrows of the Chehalis river. There is in contemplation the completion of the road at an early date to the town of Paisley. Plans are also prepared to begin work soon on the Drees valley section of the Lake-Klamath highway connection. To connect Lake with Deschutes and Crook counties is the future development of the highway through Sumner and Silver lake and the Fort Rock country.

The Dalles-California highway in Deschutes county has been completed except at the southern end of the county which is being held up pending decision as to the financing of a proposed irrigation reservoir at Big Meadows.

Construction now under way will give the county a complete section of the McKenzie Pass highway. Through Crook county the McKenzie highway is a finished road except for some rock surfacing work which is in contemplation above the Ochoco dam.

In Wheeler county the McKenzie highway will be finished to Mitchell with the completion of the construction now going on between the Ochoco forest boundary and Mitchell. Whether the highway is to continue on over the hills by Spanish gulch and Antonio to Dayville or to a junction with the John Day highway at Service creek, is for future determination.

JOHN DAY HIGHWAY

A distinguishing feature of the John Day highway is that it serves a section of the state which has no railroad. Completion of the construction now in progress near Arlington and east of Forest will make a finished road practically from the junction with the Columbia river highway at Arlington to Evans in John Day valley through one of the most interesting sections of the state geologically. From Prairie to Austin the forest service is making a new grade but no provision has yet been made to carry the improvement all the way over the Blue mountains to Malheur county. In Malheur county the John Day highway has been improved from the lower end of Cow valley through the Brogan and Jamison fruit region to Vale. To complete the highway in the county is the

improvement of the section between Vale and Ontario. At Ontario is the eastern end of the old Oregon Trail.

IN MALHEUR COUNTY

In Malheur county the improvement is about completed. A new and easy grade, the rocking of which is in its final stages, is the feature of Burnt River canyon. The old steep and narrow route up this canyon which was the dread of the old pioneers, has been eliminated and the way is now easy. The road keeps on the northern side of the canyon and all railroad crossings have been eliminated.

Construction work is in progress between Durkee and Baker. This is scheduled to be finished this year and by next season the old Oregon Trail will be a finished road through Baker and Malheur counties. From Baker to La Grande the old Oregon Trail is finished but between La Grande and Pendleton construction is in progress which will not be altogether finished until the end of next year. This applies especially to the Deadman's Pass-Kamela section in Umatilla county on the summit of the Blue mountains, on which grading is just begun.

Summing up the situation on the old Oregon Trail it will not be a finished highway until next year.

INTO WALLOWA VALLEY

One of the most satisfying features of the state highway development is the construction of a good road into the Wallowa valley from La Grande. One descends into the valley now over a new 8 per cent grade which requires four and one-half miles of length to drop down 1000 feet from the summit of the Wallowa hill.

This grade is now being graded and in the valley the last contract has been let to complete the highway.

By next season there will be a finished road from La Grande to Wallowa lake.

The heart of Morrow county is being brought into relation with the rest

of the state through the Oregon and Washington highway, which runs from the Butte Creek country through Heppner and down Willow creek to Heppner Junction, where it connects with the Columbia river highway. From Heppner to within a few miles of Heppner Junction there is a finished road on which it is hard to keep within the legal speed limit. The contract for grading and surfacing the last link is now being carried out and will be completed by next season.

It is the estimate of Chairman Booth of the state highway commission that it will require five years to complete the highway system as at present planned. He thinks it will not be necessary to tap new sources of revenue but that the present annual income added to federal aid will be sufficient.

Mill at Toledo to Be Ready Sept. 1

Centralia, Wash., July 29.—A new shingle mill being constructed by Joe Wilkins on Salmon creek, two miles east of Toledo, will be ready for operation about September 1. The plant will be equipped with four machines and will have a daily capacity of 200,000 shingles. A force of about 50 men will be employed.

THREE DENY GUILT

Eugene, July 29.—Three more prisoners in the county jail, indicted by the grand jury, pleaded not guilty to their arraignment. R. C. Rudolph entered a plea of not guilty to the charge of attempting to defraud the Hartford Insurance company out of \$3500 through the burning of an insured residence. Roy and R. R. Hardgrove denied they stole an automobile as charged.

HARDING'S PEACE PLANS OPPOSED BY RAIL CHIEFS

Seniority Question Seems Like Only Stone Blocking Settlement of Industrial War.

Chicago, July 29.—(U. P.)—Leading railroad executives throughout the country are opposed to a settlement of the railroad strike of the basis of the proposals submitted by President Harding as it now stands.

Eastern, Western and Southwestern executives emphatically declared that any settlement must protect the seniority rights of the workmen now employed.

The seniority question appeared tonight as the only stone blocking the road to peace. A compromise can be reached on working conditions and wages, both union leaders and company officials indicated.

Despite the apparent deadlock on the seniority rights, a general optimism increased in railway circles here.

Bert M. Jewell, president of the striking shopmen, and his six lieutenants returned here tonight from Washington and immediately went into conference. The Association of Railway Exec-

tives issued a statement saying that freight and passenger traffic on Western lines with headquarters in Chicago was practically unaffected by the strike. More than 7000 new men have been added to the Western shops since July 24. The Atchison, Topeka & Santa Fe stated its shop forces were 57 per cent normal. The Illinois Central has employed more than 2000 men in the last 10 days.

PRESIDENT'S PEACE PLAN FORWARDED TO BOTH SIDES

Washington, July 29.—(U. P.)—President Harding's plan for settling the railroad strike was in the mails tonight, addressed to Bert M. Jewell, leader of the 400,000 striking shop craft workers, and T. deWitt Cuyler, chairman of the Association of Railway Executives.

Jewell will place the plan before the 90 officers of the unions at a meeting in Chicago Tuesday and Cuyler will do likewise at a meeting of executives of 148 railroads on the same day.

Despite reports that some executives and some labor leaders are opposed to the plan, officials close to the president made it plain again today that they believed the proposal would be accepted.

WAGES INCREASED

Cincinnati, Ohio, July 29.—(U. P.)—A wage increase of 24 cents a ton was granted 5000 miners of the East Tennessee and Kentucky coal fields at a miner-operator conference here today.

The miners returned to work recently at \$3.44 a day, the wages they were receiving when the strike was called April 1. They will receive \$3.54 a day under the new agreement.

It is estimated that the loss to Walla Walla valley fruit growers will total \$500,000 unless improvement is shown within the next ten days in the rail situation.

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