HT BILLION DOLLAR RAILWAY MERGER STANDARD OIL'S PLAN

om the Chicago worked out mining are being worked out mining ormation of a gigantic railroad side which all the other great retofore organized in this coun-dwindle into insignificance. en eastern financiers, headed by indard Oil interests, with their ad wealth, espect to control the railroad system in the country avent competition among the vari-

in is to divide the railroads plan is to divide the railroads of untry into a few groups or sys-each one of which is to own a nilal interest in the stocks and ies of every other big group or , and all to have representation h other's board of directors. dosen financiers, all represented boards of the various roads, will from present appearances, over miles of railroads, including important trunk line in the coup-presenting a capitalization of

senting a capitalization of 00.000,000 in stocks and bonds. Ill see to it that the roads are as economically as possible and kept up to as high a figure affic will bear in order to se-the revenue necessary to pay the revenue necessary to pay idends on the enormous capi-

Several Systems.

recouping of systems, which has recouping of systems, which has rolng on for some time, has not en completed, but from present lions the western roads will be i into about six systems, the sais-to three or four, with the southern w England lines forming a separ-

A REPORT OF A REPORT OF A REPORT OF A REPORT OF A	Stocks, bono
Aystem-	and debts.
Harriman, including I. C22,200 Gould, including Wabash 14,700	\$1,254,000,000
Hill, Including Burlington, 19,709	784,000,000
Taland.Frisco (Moore's), 19,407	765,000,000
Some Fe and allied lines 8,733 Seckefeller, M. & St. P., stc.11,295	610,000,000
A DESCRIPTION OF A DESC	
The eastern systems prob	\$4,496,000,000
as follows:	and the second second
Bratam- Mileage.	and debts.
and the second second in the second second second	Stocks, bonds \$1,147,500,000
Yenderbilts	1,442,000,000
Prinarivania	474,000,000
Tetals	re all con-
troiled by J. P. Morgan en	cept the Ill-
inois Central, which is class	ed with the
Harriman system. The mile	age of Mor-
san's southern rallway syst	em is 18,871
miles, with a capitalizatio	n or \$297.
-800,000.	a she to be all
The New England railroad	system has

Includes Harriman Lines and Total of 160,000 Miles of Road.

called a Harriman line is the Ka City Southern, formerly the Kansas City, Pittsburg & Gulf. Harriman has a large

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coast, and over the Gulf, Colorado and Santa Fe to the gulf of Mexico, with a network of roads in Eansus, Otla-homa, New Mexico, and Arizona. In the territory cast of Chicago and St. Louis there are at present but two well defined big systems, the Yanderbill and the Fennsylvania, with a third one -the Eric, Pere Marquette, and Cincin-nati, Hamilton & Dayton-in process of formation

nati, Hamilton & Dayton-in process of formation. The Vanderbilt and Pennsylvania in-terests today control nearly all of the principal roads between Chicago and the Atlantic scaboard. The Delaware, Lackawanna & Western can be classed a Vanderbilt road, as the Vanderbilts are known to be largely interested in it. The Chesapeake & Ohio and Baltimore & Ohio, as well as the Reading railroad, are in Pennsylvania control. The Le-high Valley road is still independent, but it is only a question of time when it, too, will become affiliated with one of the other big eastern systems. Vanderbilts Have Western Lines.

Morgan Long the Dictator.

THE JOURNAL SCHOOL OF MUSIC EVERY SCHOOL BOY AND SCHOOL GIRL SHOULD ATTEND no Lessons P

A NYONE can learn to play by the new method of teaching music by object leasons, which will begin in The Sunday Jour-nal November 20. After six years of earnest study and experiment a method of teaching the desirable art of playing the plano has been devised, by which any one can learn to play, and at the same time get a fundamental knowledge of the theory of music. If you have found studying music a difficult task, all the difficulties are of simplifying music by object leasons. Any one or every one can be benefited by studying the course of leasons which will be given in The Sunday Jour-nal commencing November 20. The new motor is a revelation of simplicity, and places the art of has the unqualified endorsement of all the noted musicians and teachers who have examined it, and even that eminent planist, known the world over.

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Such are the expression of some Suppose you try the paper. Take it, support and the Journal "swears by the eternal" to true to Oragon-to the masses of men-be-wing in the voice of the propin equality of portunity-equal rights to ALL men.

musicians and teachers who have examined it, and even that eminent pianist, known the world over, Josef Hofmann, has given his seal of approval of it. The course, as it will be published by The Sunday Journal, will treat each key and its relative minor key in one lesson, making twelve (12) lessons in the course, comprising all the different scales. All who will follow the course should be able to play in any here and have fundemental knowledge of music and will follow the course should be able to play in any key and have fundamental knowledge of music and harmony which they could not be able to get in years of ordinary study. The first lesson will be published November 20, and if you desire to follow the course you should order from your dealer or newsboy the entire course. If you want to play the newsboy the entire course. If you want to play the piano or organ, now is your opportunity. Order The Journal at once. There is no expense attached to this course of piano lessons other than subscrib-ing to The Journal. If you are not a reader you are missing a great opportunity. Watch The Journal for announcements of prominent musicians endors-ing the system which this paper gives absolutely free. This is the greatest inducement ever offered in the Pacific northwest and every perform who do in the Pacific northwest, and every person who de-sires to learn to play should grasp this opportunity.

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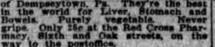
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the summer of

bools. Bayts Fe Hands Alons. The Santa Fe system has no affiliation at present with any of the other big systems, but reports have been current for some time that the Rockefeller and Harriman interests have secured a large interest in it. The Banta Fe, however, is big enough to stand on its own bot-tom, having a mileage of 8,733 and ex-tending- from Chicago to the Pacific

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