THE MORNING OREGONIAN, THURSDAY, JANUARY 3, 1901.

RAILWAYS COMBINE J. P. Morgan and E. H. Har-

HAVE MILLIONS BEHIND THEM

riman Dominate.

The Plan Is to Stop Transcontinental Rate Cutting by Refusing Funds to Lines That Violate Their Traffic Agreements.

Chicago Tribune, Dec. 29. The new century will find nearly all the new century will find nearly all the great railway systems of the coun-try dominated by two men-J. Plerpont Morgan and E. H. Harriman. They are the coequal rulers of the American rail-way world The principal lines of the way world. The principal lines of the vast region west of Chicago and the Mis-missippi are subject to the rule of Mr. Harriman. Those east of here are di-rected by Mr. Morgan. These two men

Botween them control all commercial and manufacturing outlets of the country. Back of them are the great financial in-terests of the country, represented by a committee armed with extraordinary owers. They have resolved on the abso-ute elimination of rate cutting west of Micago, and the rash railway officia attempts such tactics is threatened with the refusal of loans. The beneficial results to the railways of such tactics are shown in the increased earnings of the lines in the Morgan-Harriman "community ownership" project.

To Eliminate Rate Cutting. Rate cutting, railway officials declare, fins forced the vesting of supreme power in the hands of Mr. Morgan and Mr. Harriman. It is the consummation of a Beckeme that has engaged the attention of a great railroad magnates ever since the United States Supreme Court declared the Joint Traffic Association a violation of the anti-trust law. Since the enactment of the interstate commerce iaw American railroads have been unable to maintain rates. Competition has forced them to keep the tariffs within comparatively reasonable limits. Under these conditions they have found it impossible to earn enough money to pay dividends on their watered stock. Traffic associations failed to give satisfaction, being unable enforce the agreements or tariffs. to enforce the agreements or tariffs. The railway magnates docided at length that the evil could not be remedied un-less pooling was legalized by Congress. The failure to recure favorable legisla-tion, notwithstanding the most desperate efforts, convinced them of the useless-ness of making further efforts in that di-rection, be arised only by prestically ject could be gained only by practically lidating all the big railway inter-

consolidating all the big railway inter-ests in the country. The scheme of placing all these inter-ests in the hands of J. Pierpont Morgan was suggested when, discouraged by the constant violations of agreements to maintain tariff rates, the Presidents of the principal lines met in New York and adopted the far-famed "gentleman's agreement." Rates continued to be cut, hewever, although the presidents had piedged their word that tariffs should be maintained. maintained.

Then came the proposition to give Mr. Morgan financial control of the principal railroads between New York and the Mis-sissippi River, making the executive officers of these roads amenable to his fictation. The seed thus planted has dictation. sprouted and grown until now, at the and of the century, the groat consoli-dating scheme is practically an established fact.

lished fact. Mr. Morgan found, however, that to direct the affairs of the roads east of the Mississippi and Chicago, the principal roads in the South, and, in conjunction with J. J. Hill, the principal roads in the Northwest, was all that could be expected of him, and he suggested that another financier take hold of the affairs of the lines in the West, E. H. Harriof the lines in the West. E. H. Harri-man, of the New York banking firm of Harriman Bros., was the man chosen. Mr. Harriman at the time when Stuy-vesant Fish became president of the Illinois Central was made vice-president of that road, and in that position he

ern rallway stocks. It means the elimina-tion of rate cutting on all the great sys-tems west of Chicago. This magnate committee is not only This magnate committee is not expected to keep the lines in which expected to keep the lines in which they are interested in check, but also those lines in which they have not become interested. It represents original sources of money supply as well as "community owner-ship." The strongest of railroad owners have need for money, and they cannot got it unless the powers are in sym-pathy with them. Without money the wheels must stop running and "financ-ing" come to an end. The men who have built up and organized more or less pre-Stockmen Benefited by the War on ing come to an end. The that who sho so the built up and organized more or less pre-tentious systems of railroads and who heretofore imagined themselves great men are speedily brought to a realiza-tion of their weakness when they find Southeastern Oregon will not ask mu they cannot borrow money to carry on their projects. The result is rigid en-forcement of agreed rates.

CHANGES IN C. M. & ST. P.

Four or Five New Directors to Enter

the Board. NEW YORK, Jan. 2.-The Evening Post

ays: Several changes in the directorate of

the Chicago, Milwaukee & St. Paul Railway Company are said by well-informed interests in that property to be impend-ing Current talk of a possible lease of the company by the Great Northern and Northern Pacific railroads are not regarded seriously, although directors and oth-ers of the various properties and the banking interests will not definitely commit themselves further than to say they have no knowledge of such a plan, and believe it to be impracticable. Changes in the directorate forming practically a reconstruction of its membership are, however, said to be under discussion. It is probable four, and perhaps five, new directors will shortly take their places in

the board. It is said that beside President J. J. Hill James; N. B. Ream, of Chicago, execu-tor of the Pullman estate, and J. Henry Smith, with possibly another representa-tive of the Rockefeller interest. At pres ent, the Morgan interest is represented in the St. Paul board only by Samuel Spen-cer, of the Southern Railway.

RAILBOAD PENSIONS.

System Put Into Effect on Chicago & Northwestern.

CHICAGO, Jan. 1 .- The Tribune says: The Chicago & Northwestern Railway, January 1, put into effect its system of pensioning its old and deserving employes. The system is in most respects identical with that which the Pennsylvania Rali-road put into effect some years ago. Each employs who is between 66 and 69 these warrants, and capitalists have bought them at a discount of 15 per cent. Mr. Geer has no doubt that they will be called in and paid for in full, even if it years of age and who hus been 30 years in the service, and who is disabled in the service, will receive a pension of 1 per cent per month, calculated on his monthshould require a special appropriation to do it; but he does not want to quit at that. He wants the law extended in or-der that the coyotes of the state may be ly rate of wages for the last 10 years of his service with the company. Any employe who has reached the age of 70 years and who has been 30 years exterminated.

in the employ of the company, will be re-tired upon a persion of 1 per cent per month, calculated upon the monthly rate of wages paid him for the last 10 years.

To carry out the plan the Northwest-ern has established a ponsion board, com-posed of William A. Gardinsr, general manager; Edward C. Gardiner, chief engi-neer; Richard A. Aishton, general superintendent: Robert Quayle, superintendent Intendent, Robert Guayis, superintencent of motive power and machinery; W. H. Sterritt, auditor of expenditures: Northwestern officials claim that the new system will benefit 8000 persons on their lines, and that the cost will be about \$200,000 per annum.

Southern Pacific Pension Scheme SAN FRANCISCO, Jan. 2-A prominent suppoye of the Southern Pacific, who is actively promoting the proposed benefit their local affairs tampered with by aspirants for the United States Senate. This is one reason why I shall vote for Mr. Corbett."

and position department of that company, in an interview tonight said: "The agreement to the plan is being rapidly signed by employee all over the system, with the exception of those in the train service belonging to the brother-backs. Notestitutioning the proposed hoods. Notwithstanding the proposed hoods. Notwithstaking the proposed regulations provide that membership in the various features shall be voluntary, and that any subsequent changes must be submitted to a vote of the members the brotherhood men think embership shall be the members, the brotherhood men think that compulsion may ultimately be resorted to. Hence, their opposition. In view of this, it has about been decided to In call a meeting of the committee of employes having the matter in charge on various parts of the system, to meet at an early date for the purpose of consider-

sas City, San Francisco and the City of Mexico, would afford the employes an opporunity to acquire knowledge that otherwise, perhaps, they would not be able to guin." ASKS SCALP BOUNTY LAW Vincent's Hospital; typhoid fever.

SOUTHEASTERN OREGON'S ONLY REQUEST OF LEGISLATURE. ACCUSED OF "KIDNAPING" Well-Known Citizens of Roseburg

Take Their Grandchild.

What a San Francisco paper calls "kid based upon the fact that Dr. John M. Wright, wife and daughter, of Roseburg, have returned from San Jose, Cal., with of this Legislatüre, but it would like to see the scale-bounty law retained, ac-cording to Representative I. S. Geer, of Burns, who is at the Imperial. Mr. Geer's district comprises Harney and Malheur a little granddaughter, who has been living with them in Oregon for some time, the mother, Mra. W. H. Campbell, being dead about three years. The Wright famdead about three years. The Wright tam-ily are well known and respected in Roseburg. Following is the dispatch from San Jose to the San Francisco Examiner in regard to the matter: "San Jose, Dec. 29.-Warrants were insued today for the arrest of Dr. John. Wright, retired physician! and capitalist; Marie E. Wright, his wife, and Famile Wright ther charging them Countles, and he is the only member of

Counties, and he is the only member of the Legislature living in Southeastern Oregon. He speaks for a district larger than four New England States. Senator William Smith, of Baker, Harney and Malheur, lives at Baker City, in the northeastern part of the state, while Sen-ator J. N. Williamson, of Crook, Klam-ath, Lake and Wasco, lives at Prineville. "Our cattlemen are strongly in favor of the scalp-bounty law." Mr. Geer said yostorday, "as the coyotes have learned how to kill young calves, and these calves, when they get to be yearlings, are worth \$29 each. At first the cattlemen did hot favor the law, and were inclined to call it a sheepmen's graft, but they Marie L. wright, ins with and ramme Wright, their daughter, charging them with kidnaping little syear-old Fannie Marie Campbell, granddaughter of the aged physician. The parties are all well and favorably known in Santa Ciara and lavorably known in Santa Cause County, and the matter has created a profound sensation, although the troubles of the family since the death of the child's mother have prepared the public for some such finale. The principals in the matter are supposed to be on their way to Roseburg, Or., where the Wrights have large interests. to call it a sheepmen's graft, but they realize now that the cattle industry would be benefited by the extermination of the have large interests. We in Southeastern Oregon have not

"When the little girl's mother died three asked much from the state at large, al-though we realize how much Western Oregon has been favored in the matter years ago the Wilghts took charge of her. They were not on friendly terms with William H. Campbell, the child's father. William H. Campbell, the child's father, who petitioned the Superior Court for the custody of his daughter. The Wrights filed a similar petition, and, after listen-ing to the evidence, which showed that the Wrights could give the little one a comfortable home, which the father could not, the court decided that it was to the child's interest for her to continue with her grandparents. The case created quite a stir at the time, they having been sevof public institutions at the expense of all sections. Now, when we have set our hearts on the continuance of the scalp-bounty law, we think we are only asking for a little reciprocity from the other portions of the state. Some of the counthe have neglected to levy the special tax, on the ground of illegality, but what if it does not conform strictly to the legal requirements? What benefits one a stir at the time, there having been sev. portion of the state benefits the whole, and I don't think distant countles should eral sensational court scenes in court tion with.it. "Campbell appealed the cars to the ational court scenes in connec

quibble over, such a matter." Mr. Geef says that 2000 coyotes have been killed in Harney County since this law was enacted, two years ago, and that the animal losses of sheep and cattle have been materially reduced. The scalp warrants are worth only \$150 each at Burns, owing to the cloud thrown on their validity by the action of the other counties. The state has \$20,000 out in these warrants and capitalists have preme Court, where it dragged along for preme Court, where it dragged along for two years and a half, when the court handed down a decision, reversing the findings of the lower court and giving the custory of the child to Campbell, While the case was pending in the upper court, little Marie was living at Rose-burg, Or., where her grandparents have ward the grandparents have spent the greater part of the last few years with their daughter, Fannie years Wright.

"When the Supreme Court ruled that the child was to go to the father the Wrights came with her to San Jose. It seemed to be their intention to abide by the ruling of the court. Last Wednesday, however, their trunks were quietly taken from their hotel to the station, and the foun chief moter to the station, and con-child, grandparents and aunt dropped out of sight. When Campbell became con-vinced that they had indeed gone the warrants for their arrest were issued. "The Wrights are supposed to have taken a steamer for Gregon, as they avoided all possibility of being stopped within the state's limit by so doing. Or

ders for their arrest have been talegraphed to Roseburg, and an officer will leave at once for the north with the necessary papers to bring them back."

Real Estate Transfers.

4. C. Dammeier and husband to Fred C. Reimcher, 175,259 south of and ad-joining lot 2, block 6, Buckman's ad-dition, December 25 Inited States Savings & Loan Asso-ciation to Mary L. Sparks, lots 19 and 29, block 39, Tremont Piace, De-cember 18

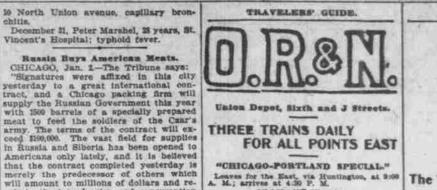
block 8. Mount Tabor Villa Annex, December 28.
Anna M. and F. H. Verhag to Fred Meler, lot 42, block 7, Stanley No. 2, August 27, 1909
Ell E. Elliott and wife to Earl E. El-liott, undivided one-quarter of tract of land in section 13, T. 1 S., R. 3 E., December 31

Building Permit.

Excelsior Addition

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"CRICAGO-PORTLAND SPECIAL." Leaves for the East, via Huntingt, A. M.; arrives at 4:30 P. M. will in the introduction and consumption of American packed meats in every part of the vast Northern Empire. A new process of packing and picking meats was an important factor in the awarding SPOKANE FLYER.

For Spokans, Eastern Washington, and Grea Northern points, leaves at 6 P. M.; arrives a 7 A. M. ATLANTIC EXPRESS.

Leaves for the East, via Huntington, at 8:00 P. M.; arrives at 8:40 A. M.

THROUGH PULLMAN AND TOURIST BLEEPERS.

OCEAN AND RIVER SCHEDULE.

Water lines schedule subject to change with Water links schemats subject to change with-out notice. OCEAN DIVISION - From Portland, leave Ainsworth Dock at 5 P. M.: sail every 6 days. Gen. W. Elder, Dec. 3, 13, 20; Jan. 7, 11, 21. From Han Francisco - Seil every 5 days. Leave Spear-street Pier 24 at 11 A. M.: Co-lumbia, Dec. 4, 14, 24; Jan. 8, 15, 25. Elder, Dec. 4, 14, 24; Jan. 8, 15, 25. COLUMBIA HIVER DIVISION. CHICAGO, Jan. 2--A special to the Rec-ord from Helena, Mont., says: Eugens B. Braden, United States Asmayer in this city, estimates the produc-tion of gold in Montana in 1900 to have been \$4,960,000, an increase of \$300,000, as

FORTLAND AND ASTORIA. Steamer Hassalo isaves Portland daily, ex-ept Bunday, at 8:00 P. M.; on Saturday at 0:00 P. M. Returning, isaves Astoria daily, xcept Sunday, at 7:00 A. M.

WILLAMETTE RIVER DIVISION.

PORTLAND AND SALEM, OR. Stammer Ruth, for Salem, Independence and way points, leaves from Ash-street Dock at 6 A. M. on Mondays, Wednesdays and Fridays Returning, leaves Independence at 5 A. M., and Salem at 6 A. M., on Tuesdays, Thursdays and Salem at 6 A. M., on Tuesdays, Thursdays CORVALLIS AND ALBANT.

SNAKE RIVER BOUTS.

RIPARIA, WASH., AND LEWISTON, IDAHO

Steamer Spokans or steamer Lewiston leaves Riparis delly at 3:40 A. M., arriving at Lew-leton about 3 P. M. Returning, the Spokane or Lewiston leaves Lewiston daily at 8:40 A. M., arriving at Riparis same evening. W. H. HURLBURT, General Passenger Agent.

V. A. SCHILLING, City Ticket Agent. Telephone Main 712, 80 Third st., cor. Oak.

STEAMSHIP LINE

TO THE ORIENT

Steamer Modoo leaves Pertland at 6 A. M. n Tuesdays, Thursdays and Saturdays. Re-urning, leaves Corvallis at 6 A. M. on Mon-ays, Wednesdays and Fridays. YAMHILL RIVER ROUTE.

PORTLAND AND DATTON, OR. Steamer Elmore, for Oregon City, Butteville, Champong, Dayton and way landings, leaves Portland, Tuesdays, Thirzdays and Saturdays at 7 A. M. Leaves Dayton for Portland and way points Mondays, Wednesday and Fridays at 6 A. M.

For any additional information, tickets, desping-car reservations, maps of routes, stm., call on or write to

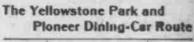
255 Morrison St., Cor. Third, Portland, Oregon.

> Buringtor Houte

CHINA AND JAPAN, FROM PORTLAND. For rates, accommodations, etc., apply to OREGON RAILROAD & NAV. CO., Agents, Pertiand, Or. "Why,







Loave. Delas Depet, 6th and J Sts

No. 13-No. 13-3145 P. M. Overland Express for Bouth lised, Aberdeen, Hoquiam, Cosmopoin, Olympia: Tacoma, Ss-atile, North Yakima, Ritaville, Bookane, Puilinan, Moscow, Lew-is to a, Grandwille, Rossiand, B. C., Swits, Buillingy, Pagge, Sl. Paul, Minneapolis, Chi-cego, Eloston, Yaah-logion, D. C., New York, and all points east and southeast. No. IL

ATTINA

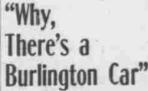
No. 4- Kansas City-St. Louis 11:30 P. M Special for Tacoma, Ss. atlis. North Yakima,

Ritzville, Spokane,	
Ressland, Lewiston,	
Helena, Butta, Billings,	
Deadwood, Denver,	
Omaha, St. Joueph.	
Kansas City, Br. Louis,	
Chicago, Washington,	
Baltimore, New York,	
Boston, and all points	
east and southeast.	
lawar ante antenenar	

Baggage checked to destination of tickets Union Depot connections in all principal dities. Through car service via Northern Pacific Barlington Route, train No. 4, for Omaha, St. Joseph, Kannas City, St. Louis, Quick time and unequaled accommodistions. The only line running Pollman siandard and Pollman up-bolatered tourist sleepern, the finast in the world, Portland to Minnsapolls and St. Paul without change.

A. D. CHARLTON Assistant General Passenger Agent,





"And there are two others. How in the world did they get here?" You hear remarks like this almost every day at almost every station along the Northern Pacific. The explanation is that the Bur-Hugton and Northern Pacific Railroads now run a through train daily to Kansas City and St. Louis by way of Billings. Great convenience. Great times saver. And a great train. TICKET OFFICE: Cor. Third and Stark Sts., R. W. Fester, Tickst Agent.



Plarried Six Years and Childices.

of the contract. By this process it is said that the problem of transporting the packed ment any distance and through any climats without affecting the qual-

Precious Metals in Montana

compared with the previous year; silver,

BURDENED WOMEN.

We look in amazement at the burden some women carry upon their heads. Yet how light they are compared with the burdens some women carry upon their hearts. There are childless women

whose hearts ache censelcasiy because of the childless home. That burden of childlesances has been lifted from the

heart of many a woman by the use of Dr, Pierce's Favorite Prescription. Many

of the obstacles to maternity are remov-able. Such obstacles are entirely re-

moved by "Favorite Prescription."

contains no alcohol nor narcotic.

\$10,720,000, a decrease of \$54,000.

ity of the supplies has been solved.

DAILY CITY STATISTICS.

and 20, block 39, Tremont Flace, De-cember II. Clara E. Barton to Frank D. Jones, lot 1, block 238, Couch's Addition, January '2 Mariah J. Chalken and husband to John Winters, lot 14, block 2, Meta-ger's Addition, December 15. Danlel W. Motzger and wife to John Winters, lot 13, block 2, Metager's Addition, December 5 Mary C. Throndsen and Theodore C. Throndsen to Elvira C. Train, lot 1, block 8, Mount Tabor Villa Annex, December 28

return to Burns until after the Legislature adjourns. WELLS, FARGO LIBRARY.

Mr. Geer takes no stock in the agitaar, Geer takes no stock in the agita-agitation to divide the state at the sum-mit of the Cascades, though he admits that such little episodes as the scalp-bounty kick have given strength to the oposal in some portions of Eastern Ore-'We don't want to be cut off from Portland officially," he said, "because we con-sider Portland our base of supplies and market, and our connections with this city will become closer as the railroads

guibble over, such a matter.'

coyotes.

are extended toward us from the north." The people of Burns make Hunting in, on the O. R. & N., their shipping point now, though it is fully 100 miles away.

Coyotes, Even If the Sinte Pays

the Bill.

and the wagon road over the mountains is at times steep and rough. Mr. Geer has little to say on the sub-ject of United States Senator, but he confed of United States Senator, but he con-fidently predicts the election of Mr. Cor-bett. "The opposition to Mr. Corbett." he said, "made itself very officious in the June election in Malheur and Harney Counties. Our people do not like 10 have

Mr. Geer, who is a cousin of the Gov

ernor, is a native of the Willamette Val-ley. He has lived in Harney County about 10 years. He is engaged in the hardware business at Burns. He thinks

Southeastern Oregon presents great op-portunifies for industrious poor men to accumulate a competency. Stockmen are doing weil, and money is plentiful, while

extreme poverty is unknown. He will not

of that road, and in that position he showed himself to be a shrewd and ex-pert railroad manager. He resigned that position about a year afterwards, but has been a director of that company ever since and takes an active interest in its

First Step Towards Consolidation.

A little over a year ago Mr. Harriman A first over a year ago and randomina took the first step towards consolidating the financial interests of the Western roads. He formed a syndicate composed of the principal stockholders of the Bal-timore & Ohio, Union Pacific, Missouri, Kansak and Texas, and Missouri Pacific, which succeeded in securing control of the Chicago & Alton Railway. Mr. Har-riman was elected president of this road, but afterwards was made chairman of the board of directors, and S. M. Fel-ton, the receiver of the Queen & Cres-cent, was elected president.

Previous to that time Mr. Harriman and become largely interested in the Union Facific, and was made chairman of its board of directors, as well as of the Oregon Railway & Navigation Company and Oregon Short Line, which are controlled by the Union Pacific. Since then Mr. Harriman, through a deal with John W. Gates, has secured control of the Kansas City, Pittsburg & Gulf. Lately he has secured an interest in the South-ern Pacific, and has been elected a di-rector of the Pacific Mall Steamship

With Morgan and Harriman are allied With Morgan and Harriman are allied mearly all of the big capitalists inter ested in railroads. J. J. Hill, of the Great Northern, Marshall Field, Norman B. Ream, P. D. Armour, John J. Mitchell, J. W. Gates, Kuhn. Loeb & Co., of New York, Julius Speler & Co., and, in fact, all other big banking firms in New York; the Vacderbilts for whom Mr. Morgan the Vanderblits, for whom Mr. Morgan is the figurancial agent; George Gould and the Rockefellers are all interested in one or more of the roads over which the new mining territory, Messre Morgan and Harriman are given

plenary power. The Penneylvania, Santa Fe, and the few other important systems that have not come under the direct control of the great American rafiroad czars are working in harmony with them, and some of them have lately acquired in-terests in lines controlled by Morgan and Harriman

Increased Earnings the Result.

Through this unification of American raticoad interests the financial condition of the roads has improved vastly, and of the roads has improved vastly, and with few exceptions all the rallroads wave able to show largely increased earn-ings on top of the increased earnings for the two or three years providus. The carnings, it is claimed, would have been still greater had it been possible to pre-yent rate cutting entirely. Some of the weaker lines, failing to secure a fair share of the business at tariff rates, per-dented in cutting rates, and the large sysslated in cutting rates, and the large sysshited in cutting rates, and the large sys-tems could not be prevented from meet-ing the competition. The presidents and executive officers finding themselves powerless in this matter, have lately called to their aid the big financial in-terests now controlling most of the roads. At their suggestion a committee of financiers has been appointed, of which Mr. Harriman is the dominating figure, and is really the survey of the grant

and is really the envoy of the great hanking interests behind the scheme of "community ownership" of railroads. This committee is armed with extraordinary powers, not only to give orders, but to compet their execution and to punish violations. The power with which this committee is armed is the real force helind the late rise in the value of Westand is really the envoy of the great banking interests behind the scheme of "community ownership" of railroads. This committee is armed with extraordinary

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posed regulations so as to include in the membership only such employes as are engaged in nonhazardous occupations thereby, in the interest of harmony, relieving the brotherhood men of their suspicions.

The Railroad Telgraph Case.

ST. PAUL, Minn., Jan. 2.-Judge Loch-ren filed today in the United States Suren filed today in the United States Su-preme Circuit Court his decision in the case of the St. Paul, Minneapolis & Man-itoba Railway Company against the West-ern Union Telegraph Company and the Northwestern Telegraph Company. The decision fills four pages of typewritten matter, and is the formal record of the opinion which the Judge uttered from the bench at the trial of the case which crait bench at the trial of the case, which oral bench at the trial of the case, which oral opinion was favorable to the telegraph company. The question before the court was which company owns the telegraph lines along the lines of the complainant company in Minnesota and westward to the Pacific Coast. The court, after re-viewing the faots and testimony presented, directs a decree to conform with the condirects a decree to conform with the con-clusions indicated. The court remarks that this seems to be an amicable action commenced with the consent of all the parties, and for the purpose of determin-ing the rights of the parties, and, there-fore, it is an action in which ne costs should be allowed.

Railroad to Atlin.

HELENA, Mont., Jan. 2.-The Great Northern has decided to build a cut-off line 155 miles long northwesterly from Great Falls, Mont., to Browning, a point on the main line, and extending into the new Atlin mining district. It will reduce the milesge between Kalispell and Butte by 200 miles, and facilitate lumber ship-ments from Kalispell, besides opening up

Railroad Officers Elected.

INDEPENDENCE, Or., Jan. 2.—The stockholders of the Independence & Mon-mouth Railway Company have chosen the following officers for the ensuing year: Directors, J. Dornsife, B. F. Smith, H. Hirschberg, D. W. Sears, A. Nelson; pres-ident, H. Hirschberg; secretary, D. W. Sears; treasurer, A. Nelson.

Railroad Notes.

J. G. Woodworth, traffic manager of the

Express Company Provides Books for Employes. Wells, Fargo & Co.'s Express have es-

tablished libraries at 21 terminal stations-in the United States. The one for Port-land arrived yesterday. These libraries, which are in the nature of a New Year's gift to the company's employes, at pres-ent consist of the following books: Bible and concordance. Biandard Dictionary. Century Atlas. Shakespeare and concordance. Fallow's Synonyms. Bartlett's Famillar Quotations. Hayden's Dictionary of Dates. Lippincott's Biographical Dictionary.

To these other books will be added from time to time. Eugene Shelby, superintendent of the company, a few days ago, received a cir-cular from John J. Valentine, president of the company, expressing his apprecia-tion to the company's employes of the dilligence and fidelity they have displayed in its service, and assuring they have dapaged in its service, and assuring them of his sincere solicitude for their happiness and prosperity in the future. In regard to the reference libraries established where mes-sengers have a lay-over, President Valentine says:

"These depositories of information not only enable employes to keep in touch with the current events of the day, but also to improve their minds and fit themalso to improve their minds and fit them-selves for promotion in the company's service-making the man a better em-ploye and the employe a better man. Its officials are doubliess aware that the ac-tive working force of Wells, Fargo & Co. is made up entirely from the ranks; and that 'civil service reform' in behalf of both employes and the company, has been effectively applied throughout my been effectively applied throughout my administration. It is impossible to se-cure men fitted for the higher positions, from such busy ranks, unless a goody number will make an effort to educate

number will make an effort to educate themselves for the responsibility that pro-motion imposes; and it has been in con-sideration of the mutual advantages to be expected, as well as from a general deatre to gratify and benefit our em-ployed, that with the sympathy and sup-port of the company's directors. I have taken so active an interest in the li-brary associations. For the same reasons I ask the express to concreation of officials

I ask the earnest co-operation of officials everywhere in that good cause. "Unfortunately the fallacy is very gen-eral that a man who has gone to school J. G. Woodworth traffic manager of the Pacific Coast Company, at Beatlie, is rep-istered at the Portland. I. O. Stout, of Cincinnati, traveling pag-senger agent of the Great Northern Rail. way, is at the Portland. Secretary of State Patrie, of Idaho, has returned from the East, and says he learned enough there to assure him that the projected Idaho Midland Baliroad, from Caldwell eastward up the Boise River, will be constructed soon. Fity-one important railroads of the country, including Pacific Coast lines, are passes this year, the object being wholy to prevent the giving of transportation to effect a material reduction in the pass nuisance. The Oregon Short Line has issued an official circular strongly urging all em-ployes to submit to vaccination, which service will be performed by the com-