

UNION PACIFIC CONTROL

HEAVY PURCHASES BY VANDERBILT AND GOULD.

Aggressive Policy of Hill and Morgan Will Be Opposed—Clark Forces Out.

NEW YORK, May 1.—The Mail and Express says:

"It is learned from official sources that W. K. Vanderbilt is a large holder of Union Pacific stock, and that he acquired his holdings after reaching a full understanding with E. H. Harriman. Those in a position to know assert that Mr. Harriman was placed at the head of the road at the instance of Mr. Vanderbilt, and that through their dealings Mr. Harriman is the joint choice of Messrs. W. K. Vanderbilt, George J. Gould and John D. Rockefeller. There is good ground for believing that Mr. Vanderbilt, as president of the Missouri Pacific, and a leading director in Union Pacific, has been a heavy buyer of the latter stock, and that by means of his large private holdings of stock the latter road will, jointly with the Northwestern and possibly the St. Paul, control the Union Pacific.

"Mr. Harriman is a close personal friend of Mr. Vanderbilt, and was picked out to manage the Union Pacific because he was regarded as an able railroad man. From sources close to Mr. Vanderbilt it appears that the present management of the Union Pacific is not only in thorough accord with that gentleman, but he has stood ready for a long time to make a deal with the Chicago & North Western, which the Vanderbilts control. But up to the present year of great deals, Mr. Vanderbilt, it is said, thought it was better for the Northwestern to have several strings to its bow rather than tie up exclusively with the Union Pacific. The Burlington deal, however, changed the Western situation, and the Oregon Short Line of J. J. Hill and J. P. Morgan in combining the Burlington, Northern Pacific and Great Northern forced the Northwestern to prepare for future emergencies.

"There are excellent reasons for the assumption that Mr. Vanderbilt has been the largest buyer of Union Pacific stock for some time past, either for his own account with a view to increase his interest in the company, or for account of the Chicago & North Western. The latter may exercise a leading influence in Union Pacific affairs. There are two other railroads set down as likely buyers of Union Pacific stock in large amounts for the same reason, the Oregon Short Line, namely the St. Paul and the Missouri Pacific Companies. The St. Paul Company is situated similarly to the Northwestern, while the Missouri Pacific, which is controlled absolutely by the Goulds, must also have an outlet to the Pacific Coast in order to render its plans effective."

Gould Gets the Wheeling.

CLEVELAND, O., May 1.—As a result of action taken at the annual meeting of the Wheeling & Lake Erie Railroad Company, held here today, the property practically became part of the Gould system. The following directors were elected: One year, Edwin Gould, Joseph Ramsay, Jr., Winslow S. Pierce, Alvin W. French and H. F. McIntosh; two years, Cyrus J. Lawrence, W. E. Connor, Myron T. Herrick, George A. Garrettsen, Robert Bickensdorfer, George J. Gould, W. G. Mather, D. R. Hanna, E. W. Olesby and C. M. Sullivan.

Mr. Ramsay announced that the Wheeling would continue to be operated as a separate property, but that a close working arrangement would be made between it and the Wash.

Clark Forces Out.

UTAH, May 1.—The whole length of the old Utah & California grade, for the possession of which Senator W. A. Clark and the Oregon Short Line has been struggling for weeks, is now in undisputed possession of the Oregon Short Line. United States Marshal Emmett arrived at Uvada, today, and, hurrying out to the front, served on Captains Kelly and Paul, in charge of the Clark construction forces, the injunction papers recently issued by the United States Circuit Court at Carson City. The order was at once obeyed. The barricades and trenches in front of the tunnel and on the right of way were torn away, and the Clark forces withdrew. The Clark forces, it is said, will now break camp and return to Uvada.

Union Pacific-Los Angeles Rumor.

LOS ANGELES, May 1.—Four of the 10 new passenger coaches ordered by the San Pedro, Los Angeles & Salt Lake Railroad have reached here, and several of the 12 flatcars ordered have already arrived. The first consignment of 75-pound steel rails has also been received.

The Evening Express this afternoon publishes a story saying that private advice has been received to the effect that John W. Gates, the steel magnate, is responsible for the recent phenomenal advance of Union Pacific stock, and that Gates is acting for Senator W. A. Clark and associates, who are endeavoring to secure control of the Union Pacific as an outlet of the San Pedro, Los Angeles & Salt Lake Railroad.

Colonists Westward Bound.

MINNEAPOLIS, May 1.—Seven heavy passenger trains, none of them less than 11 cars, and each loaded to the guards, left Minneapolis today for the Pacific Northwest. The number of people on these special trains was not less than 3400. The total number of people taking advantage of the settlers' rate and passing through St. Paul and Minneapolis since September is estimated at 65,000.

Lake Shore & Michigan Southern.

CLEVELAND, O., May 1.—At the annual meeting of the stockholders of the Lake Shore & Michigan Southern Railway, held here today, the following directors were elected to serve three years: Frederick W. Vanderbilt, Samuel R. Callaway, Edwin Worcester, Chauncey M. Depew, William T. Newman. Out of the \$200,000 stock issued by the new company, \$48,000 was voted at the meeting.

Mexican Central Meeting.

BOSTON, May 1.—The annual meeting of the Mexican Central Railroad Company was held here today, and the board of directors agreed upon by the other Mexican Central interests and the New York investors who have secured control of the road was elected. Under the agreement the new board consists of 17 members, of which seven were members of the old Mexican Central board, while 10 represent the new interests.

Santa Fe Official Resigns.

TOPEKA, Kan., May 1.—A. W. Towles, superintendent of transportation of the Atchison, Topeka & Santa Fe, has resigned. He has accepted the position of assistant to the third vice-president and general manager, J. M. Barr, of the Santa Fe Air Line. Mr. Barr was formerly with the Santa Fe, and left that road about a month ago.

Pennsylvania Dividend.

PHILADELPHIA, May 1.—The board of directors of the Pennsylvania Railroad Company today declared a semiannual dividend of 24 per cent, payable on May 2, to stockholders registered on the books at the close of business on May 1. No other business was transacted at the meeting.

New York, Chicago & St. Louis.

CLEVELAND, O., May 1.—The annual meeting of the New York, Chicago & St. Louis Railroad Company was held here

today. The report of the directors for the year ending December 31, 1900, shows that the gross earnings were \$7,033,338; total expenses, \$5,622,255; net earnings, \$1,411,083. No change was made in the board of directors.

Atchison Dividend.

NEW YORK, May 1.—The directors of the Atchison, Topeka & Santa Fe Railway today declared a dividend of 14 per cent on the common stock, payable June 15. It is supposed that this is a semi-annual dividend, making the rate on the stock 3 per cent.

Fell to His Death. TACOMA, Wash., May 1.—Michael McLaughlin fell through an open elevator shaft 30 feet at the Tacoma smelter this morning, and was killed. He had worked there eight years, and left a wife and five children.

"Wonderland."

Railroad Literature Which Has General Historical Value.

"Wonderland" for 1891 has just been issued by the Northern Pacific Railroad's passenger department. It is indeed a work of art. Like a book of the same name issued last year, it contains much valuable historical material, and is well worth preserving. The illustrations, which are many, are very fine. "Wonderland" tells graphically the story of the Custer battle, and the disaster which overtook the Seventh Cavalry June 25, 1876. Several pages are devoted to further information of the Lewis and Clark expedition, with facsimiles of original letters. There is a long explanation of the Northern Pacific's curious trade mark, the black and the red circle, which involved search into Chinese and other Oriental symbols. This is very interesting. Concerning their trade mark, the following local incident is related:

The first authentic and definite information, in detail, relating to the mark, came from Rev. W. B. Holt, D. D., of Portland, Or. Mr. Holt had been for 12 years a Presbyterian missionary in China and was familiar with the symbol and its meaning there. As he was walking along the street he noticed the trade mark painted upon the windows of the office of the company. It struck him as peculiar, and entering the office he made some inquiries and then, in conversation with A. D. Charlton, assistant general passenger agent, informed him of the general character and meaning of the design. Through Mr. Holt's efforts much additional information of value was secured, and now that a start has been made in the right direction, investigation was also successfully pushed through other channels.

Curiously, the author did not forget to say a few words about Yellowstone Park and the North Coast Limited, which begins running next Sunday; nor did the artists neglect to put in superb pictures. But even the advertisements are attractive. Travelers will often pay \$1 for a book far less interesting and instructive than "Wonderland." Typographically, it touches the top notch.

ABOLITION OF CANTEN.

Nothing but Bad Can Follow in Philippines, Says Army Officer.

WASHINGTON, April 26.—Probably no other will the Army canteen be missed more than in the Philippines, where its abolition work greater havoc among the enlisted men than in those same islands. This is the opinion of Lieutenant William Roberts, acting assistant surgeon at the military hospital at Dagupan, Luzon, a man with 15 years' Army service, during the time he has observed, in all climates and conditions, the influence of the Army canteen in promoting sobriety among its soldiers.

In a recent private letter, Lieutenant Roberts enters into a most interesting extended discussion of the effects of the abolition of the canteen. According to his view, nothing but bad will result, particularly in the Philippines, where the canteen has many advantages afforded by the enlisted men all the privileges of a club. It also afforded them a vast variety of articles of food, supplied them with cheap games for pleasure, as pool and billiards, and the free use of the daily papers, besides the opportunity to chat with companions over a glass of beer, good beer at that. "From the very inception of the canteen movement some years ago," says Lieutenant Roberts, "the dens of infamy, reeking with moral and physical filth, were unknown. In their place stood the canteen, and from my long experience among all classes of Army posts, I am safe in saying that the moral and physical senses would never be shocked on entering a canteen. There was yet the semblance of military authority in power there. It was no low malarial hall nor drunken saloon, merely a soldier's club."

He asks why the soldier, more than the business man, should be deprived of his club, which reduced drunkenness, the brawls, the shooting scrapes, and erected a place where soldiers could partake of simple refreshments under the legal eye of the military law with pride and department. "Undoubtedly," says he, "the intention must have been to not allow the sale of intoxicating drinks to soldiers under Government authority. The aim of those concerned may have been to prohibit the sale of beer and so keep the soldier wholly temperate. This case is parallel to a law passed destroying the canteen in the British Army in India. As a result, the soldiers took to the native intoxicants, and in a short time many were sent home raving maniacs and mental wrecks. The cause was quickly ascertained when the ranks became thinned, and the harmful law was hastily repealed.

"A similar condition of affairs is anticipated in the Philippine Islands. Our Army on that frontier, devoid of its social club, will gradually drift into the dens of infamy conducted by the natives. Instead of beer, they will partake of vino and other native drinks, not amid the homelike surroundings of the canteen, but amidst vice and filth. There will be a repetition of the disasters on the Mexican frontier, where our soldiers, for lack of a canteen, took up the native drink of mescal. Vino, like mescal and other crude distilled liquors, contains poisonous ingredients which inflame the imagination, drive out reason, and, under the influence of a tropical sun, our Army physicians and surgeons will have vast words of manacles to deal with. Vino furthermore contains, among other things, wood alcohol in sufficient quantities to be a source of reason should he worship at the shrine of this Filipino Bacchus. The abolition of the canteen, in a word, draws the protecting arm of the officials who recently selected the beverages used by our soldiers, and casts them adrift to forage for themselves."

The foregoing gives some idea of what may soon be expected from the Philippines, a change which has already begun to make its appearance.

An Ounce of Prevention, Etc.

Baltimore American. It is announced that a South American surgeon has discovered a remedy for tuberculosis. While science is bending all its energies to fight this terrible foe of the human race, it is remarkable how apathetic the general public still remains to measures for its prevention, yet eagerly adopt the costliest means for its cure. And yet some of these preventive measures are so simple that common prudence suggests their adoption.

The Secret Out.

Chicago News. Professor Crook, of Northwestern University, and Professor Starr, of the University of Chicago, have confessed that they never said a naughty word, smoked tobacco, took a drink or kissed a woman in their lives. They are entitled to thanks for the frankness of the confession. For a long time the public has been trying to find out what was the matter with college professors.

BLOW AT WASHINGTON

ITS COALS CANNOT BE USED BY NAVAL SHIPS.

Expert Analyses Show That It Contains Not Enough Carbon and Too Much Gas.

WASHINGTON, April 25.—In the light of recent tests made by the Navy Department, it is evident that the coals procured by the State of Washington never can be used by the vessels of our new Navy. While perhaps the Washington coals will answer every purpose in cheap grades of stationary boilers, the experiments that have been conducted with great care at the Washington Navy Yard demonstrate beyond a question of doubt that these coals are not suited for the boilers of our naval vessels. These boilers

as are coals with high percentages of moisture, moisture being one of the prime causes of fires in coal piles and bunkers.

It may be well, for a minute, to glance at the Albion Cardiff coal, mined in Wales, which is today the finest coal known for naval use. As shown at the foot of the table hereto appended, this coal has 85.169 per cent of fixed carbon, but .51 per cent of moisture, 1.237 per cent of ash, .138 per cent of sulphur, and 2.24 per cent of non-combustible volatile matter. Its percentage of gas is 5.566, sufficient to insure ignition and combustion, and yet not enough to consume the coal rapidly. It may be well to compare this coal with those from the State of Washington.

Other Weak Points. Reference to the table will, at a glance, show the weak points of the various coals tested. It will be noticed that coals of the same name give widely varying results in different tests. This is because the samples were obtained from different parts of the mine, and this variance, in itself, is one of the great drawbacks on Washington coals. A coal may be good at one portion of the vein and at any other portion its character is completely

altered. Take, for example, the first Franklin coal analyzed with 57 per cent of carbon and 3 per cent of ash. The last sample showed 46 per cent of carbon and 15 per cent ash. Both coals are too moist and far too gaseous. One sample of Fairhaven showed 20 per cent of gas and other 33 per cent, yet the former produced 14 per cent of ash and the latter but 2 per cent.

The Black Diamond runs comparatively regularly, being too moist, and contains too high a percentage of gas, although its ash and sulphur are in good proportions. Roslyn coal, generally supposed to be Washington's best, falls short in its percentage of carbon, and because of its high percentage of gas. Otherwise it would answer very well. Newcastle is another of the varying coals, all of which are low in carbon, high in gas and exceptionally high in their percentage of moisture. The same is true of the Bryant coal, and so on down the list.

Summed up, the Washington coals have too little carbon and too much gas. They burn out too readily on this account. With few exceptions their sulphur component is small, as is yet another common fault of the Washington coals. While some show a comparatively small proportion of moisture, others run very high, and are consequently easily ignited through spontaneous combustion. Many of the coals show a fair percentage of ash, while others run high in this particular. All in all, there is much that makes the Washington coals unsuited to naval use, and in view of these recent tests, coal to be supplied our naval vessels on the Pacific must come from some other state, or even from some foreign country.

How Coals Tested. The following table shows how Washington coals tested:

COAL.

Coal	Moisture	Noncombustible matter	Fixed carbon	Volatile matter	Ash	Sulphur
Elk Horn	1.310	1.940	1.656	77.953	17.526	0.235
Blue Canyon	1.750	1.820	25.649	62.744	3.676	0.308
Fairhaven	2.060	2.310	20.885	56.388	2.010	0.302
Franklin	2.260	1.560	33.860	57.580	3.809	0.097
Roslyn	1.040	2.240	56.895	38.715	1.455	0.145
Franklin	1.200	2.170	36.084	56.400	2.884	0.162
Black Diamond	2.940	5.320	31.246	56.065	4.196	0.144
Roslyn	1.040	2.240	56.895	38.715	1.455	0.145
Newcastle	7.920	2.528	25.433	53.896	8.023	1.148
Roslyn	1.450	1.970	30.824	53.656	11.944	0.146
South Prairie	0.860	2.150	53.010	51.550	11.550	0.145
Black Diamond	5.356	7.964	30.272	52.022	4.022	0.354
Roslyn	2.718	2.842	30.633	56.106	12.758	0.145
Newcastle	12.572	2.530	25.390	53.320	7.980	0.154
Franklin	4.530	3.120	30.310	46.668	15.080	0.192
Black Diamond	4.000	27.200	47.210	46.270	15.080	0.192
Newcastle	12.143	2.997	25.322	44.237	5.172	0.197
Albion, Cardiff, Wales.	.570	2.240	8.946	85.169	3.237	0.138

But not enough to do any considerable damage.

Too Little Carbon. It should be stated before pointing out the shortcomings of the various coals that the percentage of fixed carbon roughly shows the value of the coal. The higher the percentage of carbon the better the coal. On the other hand, the smaller the percentage of ash, sulphur and moisture the better the coal. The objection to much ash is readily recognized. One per cent of sulphur is sufficient to damage any boiler under which the coal may be burnt, although one or two-tenths of one per cent are not objectionable. Naturally the more moisture in the coal the less readily it ignites, and the more heat is consumed in evaporating this moisture before ignition takes place. The best coals should have less than 1 per cent of moisture. The lower the percentage of non-combustible volatile matter the better the coal, for non-combustible ingredients are always objectionable. As to the combustible volatile matter, a small percentage is required, from 8 to 10 per cent. A coal with just enough gas to ignite it readily and maintain combustion gives general satisfaction. On the other hand, coals with high percentages of combustible volatile matter, as gas ignites too readily and burn like chaff, producing intense heat for a moment, but are soon burnt out. Such coals are also more subject to spontaneous combustion,

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ambitions of a star boarder.

Philadelphia Record. Aguinaldo has been interviewed by a fully authorized American newspaper man, and says he should like to visit the United States. It is likely that Aguinaldo doesn't know a good thing. At present he is a star boarder with General MacArthur, but if he comes to America he will find himself sharing public curiosity with Carrie Nation and other great persons. If Aguinaldo will take a tip, he will stay at Manila. Distance lends enchantment to the view, and he should be sorry to lose the idea that he is a hero.

Civilized Texas.

New York Tribune. Texas is shooting off wells to entertain visiting New Yorkers. There was a time when Texans of a certain class were fond of entertaining themselves by shooting visitors whose feet were tender. But the old ways of glacial pastimes with six-shooters have passed away forever.

GRAIN-O! GRAIN-O!

Remember that name when you want a delicious, nourishing, and healthful cereal. Grain-O is made of pure grain. It aids digestion, strengthens the nerves. It is not a stimulant but a health builder. It builds up the system as the adults can drink it with great benefit. Costs about as much as coffee. 15c and 25c per package. Ask your grocer for Grain-O.

HIS COMPLAINT FILED

EX-FISH COMMISSIONER REED MAKES PETITION.

Seeks Order Against State Treasurer for Salary and Expenses of His Office.

SALEM, May 1.—Ex-Fish Commissioner F. C. Reed today filed a complaint in the Circuit Court, asking for a writ of mandamus against Secretary of State Dunbar, requiring the latter to audit the claim of the plaintiff to salary and expenses as Fish Commissioner, or to show cause why he should not do so.

The complaint, aside from the formal parts, alleges that plaintiff was appointed Fish Commissioner in April, 1898, for a term of four years from the day of October, 1898, by virtue of the act of October 18, 1898, and that immediately thereafter plaintiff duly qualified and has since been performing the duties of such office.

The plaintiff sets out the provision of the law that he should receive a compensation of \$500 per annum and not to exceed \$700 for actual and necessary expenses, and avers that on the day of April, 1901, plaintiff "presented to the Secretary of State his claim for services rendered for the quarter ending March 31, 1901, in the sum of \$450, for compensation as provided for in the said act of the Legislative Assembly, the same being duly verified, and all other requisites of the said law having been complied with, and requested the Secretary of State to audit and allow the same and to draw his warrant upon the Treasurer of the State of Oregon therefor. That the defendant refused to allow the said claims, or to draw his warrant upon the Treasurer therefor, or for any part thereof, except for the months of January and February, 1901, and expenses in the sum of \$24.30, amounting in the aggregate to the sum of \$688.10, and that he still refuses to allow or to draw his warrant therefor."

It is then alleged that \$208.33 is due the plaintiff upon his salary, and \$18.80 for his traveling and other expenses, and that these sums became due and payable on April 1, 1901, and the same is now unpaid.

The complaint is verified by ex-Fish Commissioner Reed and signed by C. M. Idleman and H. W. Hogue, his attorneys. The prayer of the complaint is that the defendant be required to show cause on a day specified by the court why he should not issue the warrant, etc., but no alternative writ of mandamus has been issued and served.

Attorney-General Blackburn said today that he will waive service of the writ of the Secretary of State and file a general demurrer to the complaint on the ground that it does not state facts sufficient to constitute a ground for the relief demanded. This will be an admission that the facts stated in the complaint are true, but a denial that under that state of facts the plaintiff is entitled to his warrant. The question will thus be presented, whether Fish Commissioner Reed was legislated out of office by the act of 1901. Since no writ will be issued for the return day, and the case will be taken up, apparently, whenever the attorneys are ready, Attorney-General Blackburn will go to Pendleton next Saturday to attend the session of the Supreme Court there, so the case will not come up before his return, about a week later.

Cattle for Colorado.

COLFAX, Wash., May 1.—Kiddie Box, of Island City, Or., will ship from Colfax Monday 10 carloads of yearling steers and

are the finest grade, made of the best materials, and with the utmost skill and ingenuity. Naturally they require the best care and handling, and call for the best coal for use in the furnaces. In many ways the Washington coals have been found unsuited for naval use.

For some months past experts in Washington have been analyzing specimens of coal from almost every coal district in the United States, as well as the more celebrated mines in foreign countries. The fitness and quality of a coal is demonstrated with much precision by this sort of a test, and in the huge table of results that has finally been arranged, the bulk of coals from Washington are found near the foot of the list. Samples of the following Washington coals were subjected to this examination, along with many others: Elk Horn, from Lewis County; Blue Canyon, from Whatcom County; Fairhaven, from Skagit County; Franklin, from near Seattle; Wilkeson, from Pierce County; Newcastle, from near Seattle; Black Diamond, from near Seattle; Roslyn, from Kittitas County; Bryant, from Kings County, and South Prairie, from Pierce County.

Of the Washington coals, the Elk Horn proved to be far superior to all others. The large amount of ash and the insufficiency of gas are its great drawbacks. It also has a comparatively large percentage of sulphur, as well, but this is not a serious difficulty in this particular instance. The next ranking coal is the Blue Canyon, which, in contrast to the Elk Horn, is afflicted with an over-abundance of gas and is, in consequence, too readily consumed. Its percentage of sulphur is higher than in the first instance, while its percentage of fixed carbon is 15 per cent lower. Both coals have a little too much moisture to produce the best results.

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