

EDDY LIBERAL

Baker County Miners Pleased With the Measure.

OTHER STATES' LAWS COMPARED

Close Observer Expresses Belief That a Large Majority Vote in That Section Will Sustain the Corporation Tax Law.

BAKER CITY, Or., May 5.—(Special.)—A gentleman who is in close touch with the mining interests of this county, made the statement today that if the mining law, known as the Eddy bill, ever came to a vote, a large majority of the voters of Baker County would vote for the measure.

This gentleman is in a position to know something of the sentiment of the people on this matter, because he looks after a large volume of mining business, especially the business of mining corporations. This declaration is coming from the source that it did, caused considerable surprise, because until recently it was generally supposed that the great majority of the mining men were in favor of the abrogation of the corporation tax law.

It is no secret that a goodly number of prominent mining men thought it was a mistake to attempt to invoke the referendum on the Eddy bill, but it was thought that those who doubted the expediency of submitting the question to a vote of the people, would not pursue the matter any further than to express their doubt as to the wisdom of the movement.

It is very evident, however, that there is a strong and growing sentiment in favor of the bill. Whether this sentiment prevails to the extent that is claimed remains to be tested. In the event of the bill being submitted to the people, the friends of the corporation tax law call attention to the fact that Oregon is more liberal than most of the other states in this particular. A corporation tax, or fee, is demanded by most all of the Eastern States, and many of the Western States at the present time.

Attention is called to the corporation fee charged by the State of New Jersey and a gentleman who has experienced the operation of the New Jersey law calls to mind that the fee for filing the incorporation papers for a corporation that controls large mining interests in this state was over \$100, whereas the corporation tax as provided in the Eddy bill for this state is only \$50.

Utah charges a good round sum for all incorporation articles filed with the secretary of State ranging from \$50 to \$250, according to the amount of the capital stock. Last year the incorporation fees collected by the secretary of State of Utah paid the salaries of the state officers and left a neat balance.

The gentleman who is so decidedly of the opinion that the corporation tax law will carry in this county, calls attention to the fact that in comparison to the fees and taxes imposed on corporations in other states Oregon is exceedingly liberal in her demands.

REPORT OF FISH WARDEN.

Collections Made, Hatching of Salmon and Fishing Regulations.

SALEM, Or., May 5.—(Special.)—The report of Fish Warden Van Dusen for the month of April shows collections as follows: Fines and sales of contraband salmon, District No. 1, \$1,062.50; license in District No. 1, \$342.50; license in District No. 2, \$36; total collections, \$1,441.50. The Fish Warden reported that George Kaboth, surveyor of the bond of Henry Eulman, the bailiff who collected fines and converted them to his own use, has paid the amount due, \$35.65.

At the Ontario hatchery, there were turned loose in the Snake River during April 2,250 young fry. This finishes the planting at that hatchery, and the hatchery apparatus has been prepared for Spring high water.

At the South Cove River hatchery the last of the young fry were liberated into the headwaters of Katchikan Slough on April 29. The total number of Chinook salmon planted at that hatchery this season was 3,065,777, of which number \$60,500 were transported to Coquille River.

Complaint has been made that the passage of fish up Rogue River would be interfered with by the building of a dam at Gold Ray, but investigation shows that there is abundant passageway for fish. Deputy Sheriff has been appointed for the purpose of enforcing the law requiring that fishermen keep their boats 100 feet away from the passages over dams. The Fish Warden reports that the greatest danger is from fishermen spreading nets near the highways and preventing the fish from getting above the dams.

Magnet Drew Steel From Eye.

VALLEJO, Cal., May 5.—(Special.)—An apprentice at the Navy Yard, was severely injured last week by a piece of steel which flew from a planing tool, imbedding itself in his face. It was thought that the metal had been entirely removed from the wound, but yesterday the injury attracted the attention of the presence of foreign substance. Master Electrician Petrie became interested in the case and fixed up a magnet after a fashion of his own, capable of lifting 500 pounds. The magnet was held directly over the wound and the current turned on. In an instant the offending piece of metal flew from the wound and attached itself to the magnet, demonstrating a new method of applying electricity in surgical cases.

Vancouver Saloon Licenses Yet Unchanged.

VANCOUVER, Wash., May 5.—(Special.)—The City Council has deferred the settlement of the amount of saloon licenses to be charged hereafter for a period of two weeks, on account of the illness of one of the Councilmen. The matter will come up in regular order at the next meeting.

The matter of numbering the streets was also left over with the attorney to arrange in a satisfactory way for its final passage. Both these measures are important to the city at this time.

Drowned Man Identified.

HUNTINGTON, Or., May 5.—(Special.)—Passengers on the stage from here to Mineral this morning discovered the body of a man floating in Snake River near the half-completed tunnel of the Northwest Railroad grade, about five miles down the river. Coroner Snow, of Baker City, was notified and held an inquest this afternoon, identifying the body as that of D. W. Lawrence, of near Wreath, Idaho, who was drowned about three weeks ago, while assisting to stretch cable across the river. The body had floated over 25 miles.

Killed While Sleeping on Track.

WALLA WALLA, Wash., May 5.—(Special.)—Chris Bryeson, on the Snake River cut-off of the O. R. & N., early this morning, fell asleep on the track. The body was found by a train. The remains will be interred in Walla Walla. The deceased was 35 years of age, and came from Larimer, N. D.

Visitors at Pacific University.

PACIFIC UNIVERSITY, Forest Grove, May 5.—Today this institution was visited by a number of the most prominent Con-

gregationists of the country, accompanied by several of Pacific University's Portland alumni.

Mr. Reames Was in McMinnville.

McMINNVILLE, Or., May 5.—(Special.)—Last night Hon. A. E. Reames, Democratic nominee for Congress, spoke here in the Courthouse. He was introduced by Charles V. Galloway in a very neat and pertinent speech. Mr. Reames spoke principally on revision of the tariff and free trade between the United States and the island possessions. His remarks contained no personal allusions to his opponent. He was escorted from his hotel to the hall by the band and was enthusiastically cheered by his audience.

Fifteen-Pound Dolly Varden Trout. ABERDEEN, Wash., May 5.—(Special.)—Michael Goldsmith caught a Dolly Varden trout in the Wenatchee River today which weighs 15 pounds. Expert fishermen pronounce it a genuine Dolly Varden, and say it is the largest of that variety ever caught in the waters of this state. Mr. Goldsmith had a struggle to land the fish. It has been encased in ice and will be on exhibition during the state conventions of Red Men and Foresters here next week.

Affable Strangers Picked His Pocket.

ALBANY, Or., May 5.—(Special.)—John Selvly, a robust arrival from Pennsylvania, had his pockets picked of \$30 in cash and a draft for \$100 at the Albany depot. Selvly and his wife had just gotten off the train preparatory to going to their new home near Lebanon, when a couple of strangers accosted Selvly and engaged him in a conversation. When the men departed, the money was gone. The thieves have not been apprehended.

Met Immigration Agents.

INDEPENDENCE, Or., May 5.—(Special.)—A meeting of the citizens of Independence was held at the City Hall today to meet G. M. McKinney, the general immigration agent of the Harriman line, and W. E. Conner, of the Southern Pacific. Mr. McKinney said that co-operation of the whole people was needed.

Vancouver School Director Resigns. VANCOUVER, Wash., May 5.—(Special.)—School Director A. L. Miller, of district No. 6, comprising the City of Vancouver, has resigned. This will necessitate the election of two directors, instead of one, on May 8. Mr. Miller gives as his reason that his official business is too pressing to hold the place.

No Ordinary Oration Will Do. INDEPENDENCE, Or., May 5.—(Special.)—Dr. O. D. Butler, F. D. Campbell and R. H. Knox were appointed as a committee on general arrangements for a fourth of July celebration here. The citizens are desirous of getting a speaker of National reputation.

Yamhill Will Exhibit at State Fair. McMINNVILLE, Or., May 5.—(Special.)—W. H. Wehring and M. A. Adams, president and secretary of the Oregon State Fair and Ribbon State Fair, were in town yesterday in the interest of the fair. A club is being organized to get up a splendid exhibit next Fall of both stock and products.

Vitality Surprises Physicians. NORTH YAKIMA, Wash., May 5.—(Special.)—Miss Anne Spencer, the young lady who was accidentally shot last Sunday, is still living, contrary to the predictions of the physicians. Her case is remarkable.

California's Fair Commissioners.

SACRAMENTO, May 5.—Governor Pardee has appointed J. A. Fletcher, of San Francisco, and Frank Wiggins, of Los Angeles, commissioners from this state to the Louisiana Purchase Exposition at St. Louis.

Electrical Workers on Strike.

LOS ANGELES, May 5.—A general strike of electrical workers and outside linemen was declared this morning, between 300 and 400 men going out. The men demand an increase of about 20 per cent in wages.

PANIC AT HOTEL FIRE.

FOUR PERSONS INJURED AND CHINA BUILDING DESTROYED. CHICAGO, May 5.—Four persons were injured, a damage of \$10,000 caused by a panic among 100 boarders resulted early today when the Deering Hotel, 25 Fullerton avenue, was destroyed by fire.

The injured: Charles Hoffman, fireman, overcome by smoke. Mrs. Victoria Nelson, burned about the face, hands and body. Leonard Olson, fireman, overcome by smoke. George Robinson, sergeant of police, burned about face and body while rescuing Mrs. Nelson.

The building is owned by the Deering Harvester Company, and nearly all of the inmates were employed by the concern.

One Man Missing After Fire.

CHICAGO, May 5.—Fire today destroyed the building occupied by the J. A. Olson Picture Frame Factory and a number of adjoining buildings at Oakley avenue and Fulton street, entailing a loss of \$6,000. Seven families were forced to flee scantily attired into the streets. One man is missing. The fire followed an explosion in the picture frame factory, and spread to all parts of that structure before the department arrived.

Range Flinder Tower Wrecked.

NEWPORT, R. I., May 5.—The range flinder tower at Fort Adams was wrecked and its valuable instruments were destroyed by fire today. The cause of the fire is unknown.

Subway Strike Ends.

NEW YORK, May 5.—At the office of Contractor McDonald it was announced this afternoon that the subway strike had ended, and that the striking men will go back to work tomorrow morning.

MAY NOW SIGN PROTOCOL.

ALLIED REPRESENTATIVES INSTRUCTED IN VENESUELAN AFFAIR.

WASHINGTON, May 5.—Final permission reached the Italian, British and German Embassies tonight for the allied representatives to sign with Mr. Bowen, Venezuelan plenipotentiary, the protocol, submitting the question of preferential treatment to the Hague tribunal for arbitration. As soon as the allied representatives can agree among themselves as to whether the Hague convention shall be signed separately among the three powers, or jointly, the signatures will be affixed. On this question, Mr. Bowen has declared himself neutral.

Irish Immigration Increasing.

NEW YORK, May 5.—Great increase in immigration from Ireland is shown by the record of the first four months of this year, compared with the same period of other years. Statistics given out today show the arrival of 526 Irish immigrants for the four months ending April 30, against 402 for the same time last year. All other nationalities which come here show a larger percentage of males than females, but of the Irish coming this year about 70 per cent are females. Many are girls in their teens.

Germany has Now 22,000 of Steam Railways.

Germany has now 22,000 miles of steam railways.

PRIEST NOT HER SLAYER

FATHER WALSER ACQUITTED OF REICHLIN MURDER.

Brother of Dead Woman Tells of Fatal Night for First Time Before Coroner.

LORAIN, O., May 5.—Father Ferdinand Walser, arrested last Saturday morning in connection with the murder of Agatha Reichlin, was brought to this city tonight charged from the charge of murder which was placed against him at that time. Mayor King went through the formality of reading the warrant for Walser's arrest and his attorney entered a plea of not guilty. Prosecutors' discharge, there being not sufficient evidence to hold him. The Mayor therefore discharged the defendant.

Notwithstanding the bringing of Father Walser here from Loria was very quietly done, a large crowd gathered in the Mayor's office during the progress of the hearing. Father Reichlin, brother of the murdered girl, listened attentively to the proceedings, and after adjournment of the court was the first to approach Rev. Mr.

AMES' MEMORY VERY HAZY.

Boodler Here Unable to Recall Orders to Collect "Grat."

MINNEAPOLIS, May 5.—Ex-Mayor Ames was today subjected to a rigid cross-examination by the state in his trial for bribery and extortion. When confronted by his written order to the

PRESS AGENT OF BAKER CITY WOMEN'S LEWIS & CLARK CLUB

BAKER CITY, Or., May 5.—(Special.)—Miss Edith Estella Bowen, who has been chosen press agent of the Women's Lewis and Clark Club, of this city, is a well-known and popular young lady, who is quite an active worker in social and church associations. Miss Bowen is also a member of the executive board of the Lewis and Clark Club.

WALSER WITH A BEARTY HANDSHAKE.

When the shaking became general and the priest was the recipient of congratulations on all hands, after which he left for the hospital to care the night.

THE CORONER'S INQUEST.

Brother of Dead Woman Tells of First Time of Fatal Night.

ELYRIA, O., May 5.—At the end of the Coroner's investigation into the cause of the death of Agatha Reichlin, who was murdered last Thursday night, Coroner French gave as his conclusion the following verdict:

"That Agatha Reichlin came to her death from wounds inflicted by a stone in the hands of a person unknown."

The consensus of the testimony of the witnesses today was favorable to Father Walser's claim of innocence, and in support of the theory that a burglar or some other desperate man had committed the crime. Police Captain Ketchum testified that the bloodhounds did not pay any more attention to Father Walser's bed than to the other beds in the house.

For the first time since the tragedy, Cassimer Reichlin, the younger brother of the murdered girl, who was in the house last Thursday night, when the crime was committed, told how Rev. Mr. Walser, Agatha and Cassimer spent the evening in talking and singing, all retiring between 10 and 11 o'clock. Cassimer says he was awakened about 1 o'clock by the priest rushing into his room and excitedly stating that burglars were in the house. He arose and ran to his sister's room and found her lying in bed, covered in blood, and dead. He then searched the house for the burglars.

Jews Blame Russia.

NEW YORK, May 5.—Joseph I. Baronides, the former leader of the sweat shop workers in their wage battles; Louis Miller, a director of a Socialist newspaper; Rev. Dr. Joseph Zeff and Edwin Markham, poet, were among the speakers at a meeting of Jews held at Cooper Union to protest against the massacre of

PRESIDENT OF UNION WOMEN'S LEWIS & CLARK CLUB.

UNION, Or., May 5.—(Special.)—These are the officers of the Lewis and Clark Exposition Club, organized in Union: Belle M. Wright, president; Ellen Leckenby, first vice-president; Mollie Hill, second vice-president; Mary F. Towner, secretary; executive board: Pearl Warren, Esther Pursell, Della Wright, Frances Bidwell and Minnie Odell; educational committee, Cora Davis; chairman; historical committee, H. M. McCormick; chairman; prize committee, Anna Maxwell; chairman; social, grasses and cereals committee, Alice Leckenby; chairman; and fancy needlework committee, Minnie Baird, chairman.

Jews at Kishenev, Bessarabia, recently.

The Russian government was accused of responsibility for the outrages, and speakers said the peasants and the Jews lived at peace with one another.

Closing of Convent Causes Outbreak.

PARIS, May 5.—An outbreak occurred today in the vicinity of Nancy, where the authorities, upon proceeding to close the convent of the Oblate Sisters, met with lively resistance from the crowd, which resorted to the use of hostile manifestations. A strong force of gendarmes and cavalry was called in, and was obliged to carry two barricades before it succeeded in forcing an entrance to the building. During the fighting a number of persons were injured.

Russian Activity Alarms Japan.

YOKOHAMA, May 5.—The continued reports which have reached this city of Russian military activity along the Yalu River, and the news expressed by Russian intention to evacuate Manchuria, are causing great anxiety here. The Jiji Shimbun, a conservative paper, is saying that Russia's continued activity in the Far East has a serious bearing, not only on the trade, but on the very existence of the Japanese empire.

MAGNETS FIGHT FOR ROAD.

Both Gould and Harriman Want the Colorado & Southern.

DENVER, May 5.—The news today says: A struggle is on between the Colorado & Southern, allied with the Harriman interests, and the Denver & Rio Grande, a part of the Gould possessions, for control of the Colorado Midland road. The primary cause of the fight is the new Moffat road from Denver to Salt Lake, which is in course of construction. When the Moffat road is completed, it will cut off the Colorado Midland from the Denver & Rio Grande, which will invade territory hitherto held exclusively by the latter road, the Rio Grande in retaliation about finding a means of shortening its line to Salt Lake.

By building a line direct from Denver to some point on the Colorado Midland at least 100 miles of travel could be saved, and the Rio Grande people began to negotiate for the Midland. This was the purpose of Russell Harding's recent sojourn in the state. The Colorado & Southern, however, was not to be done, and realizing that such a cut-off as the Denver & Rio Grande proposed to make would materially benefit it in the run to the coast, it began planning to defeat the scheme.

The Rio Grande now threatens the Southern by holding off renewals of old arrangements about to expire concerning joint line deals in the big coal fields. Trouble has not reached the eruptive stage as yet, however.

Russell Denies There is Fight On.

SALT LAKE, May 5.—Vice-President and General Manager Russell Harding, of the Rio Grande system, who is here with a party of officials, declares there is no truth in the reported struggle between the Gould and Harriman systems for the control of the Colorado Midland, a road which is owned by the Rio Grande and half by the Colorado Southern.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

DATES OF ARRIVAL AND DEPARTURE AT EACH STOPPING PLACE.

SEATTLE, May 5.—(Special.)—The Northern Pacific has announced the schedule for the President's special train from the time it leaves Portland on the morning of May 22, at 8 o'clock, until it arrives at Helena at 8:30 A. M. May 27. After leaving Portland the train makes the following schedule: Arriving at Tacoma at 4 P. M. May 22; Chehalis, arrive 11:30 A. M. leave 11:45; Centralia, arrive 11:30 A. M. leave 11:45; Olympia, arrive 1:20 P. M. leave 1:30 P. M. After spending the night at Tacoma the party is to leave on the steamer Spokane on the morning of May 23 for a trip about the Sound, the boat touching at Bremerton, where the Puget Sound navy-yard is located, and at Everett, arriving at Seattle on the afternoon of May 23. The special train, in the meantime, will be dispatched to Seattle and stored in the local yards here until the party leaves the city on May 25 at 5 A. M.

The first stop eastward after leaving here will be at Ellensburg, where the train will leave at 9:10 A. M. and leave at 8:35 A. M. North Yakima arrive 10:30 A. M. leave 11 A. M. Pasco, arrive 1 P. M. leave 2:05 P. M.; Wallula, arrive 2:30 P. M.

At Wallula the train will be turned over to the Oregon Railroad & Navigation Company and will proceed over that line arriving at Spokane at 2:35 P. M. on the morning of May 25. The party will remain at Spokane until 7:30 P. M. May 25, when a start will be made for Helena, Mont., where the train will arrive at 5:30 A. M. May 26.

Erie Plans 5th Improvements.

NEW YORK, May 5.—Semi-official announcement is made of the improvements planned by the Erie Railroad Company, which will cost several millions. It is proposed to rebuild the pier at West Street and to build a new ferry-house, which will be reached by a bridge over West street. A vast 12-story building to be used as general offices, will be built at West and Chambers streets.

In West Twenty-third street a new ferry-house will be constructed, similar in design to the Pennsylvania ferry-house at present. Both the Chambers and West Twenty-third street ferries will be repaired to accommodate the new double-deck boats being built by the company.

In Jersey City the company will build a new station and will lay out new tracks and yards, giving it a modern terminal for its freight and passenger service. A new three-track line, exclusively for the passenger service, is part of the plan.

The present station of the Erie Road in Jersey City will be transformed into a freight yard. Five ferry slips will be

built for the new passenger station, all opening into a main concourse of two floors. The lower one will be a driveway. The upper one, eight feet above the level of the station platform, will be for foot passengers.

CHARGE OF GRAFT IN GRANT.

Public Official Involved in Struggle Between Railroads.

VICTORIA, B. C., May 5.—At this morning's session of the commission to inquire into the deal in connection with the proposed land grants to the Columbia & Western Railroad, W. J. Taylor, who was in charge of the Canadian Pacific Railroad in the matter, charged W. C. Wells, Commissioner of Lands and Works, with having broached the matter of taking a share in a company formed to acquire the South Kootenai lands in question, which are still rich in coal and oil. Mr. Taylor gave a full denials to the charge. Wells was alleged to have told ex-President James Dunsmuir, as stated in Saturday's sitting of the inquiry. Counsel has been retained by the government to prosecute the inquiry into the alleged deal. L. P. Duff for the commission and C. C. McCall for Mr. Wells.

PART OF UNION PACIFIC SYSTEM

Programme to Give Relief to Central Oregon Is to Meet the Call for a Northwestern Railroad.

SAN FRANCISCO, May 5.—President Mohler, of the O. R. & N. Co., reached this city this morning from Portland and accompanied by W. W. Colton, attorney for the company, and Theodore B. Wilcox, representing the commercial bodies of the City of Portland, went to the offices of the Southern Pacific Company to have a conference with President Harriman.

It was known that the object of the conference was to make arrangements for the extension of the O. R. & N. line to the city of Portland, and the meeting was behind closed doors, it has been learned that the plan is to meet the California Northwestern, whose northern terminus is at Ukiah, Mendocino County, in this state, but which line has been heading northward during the past year.

In railroad circles it has long been thought that Harriman had acquired the California Northwestern road, though its purchase had never been authoritatively announced. Today this is looked upon as practically certain, and it is also regarded as certain the today's conference means a through line to Portland that will form part of the Union Pacific system.

The parties to the conference have not seen fit to divulge the proceedings, but it was here ascertained that a means will be reached to secure the end above outlined.

The railroad magnates are particularly busy just at present. Mr. Harriman went to Los Angeles tonight to meet Senator Clark and close the deal by which the San Pedro line, Senator Clark's new road to the Pacific Coast from this city, will obtain the possession of the 22 miles of track south of this city now operated by the Oregon Short Line. Immediately after the Los Angeles meeting Clark and Harriman will visit Salt Lake and the work of turning the Short Line and equipment over to Clark will begin. It is said by railroad men that if Gould is barred from the San Pedro it will make the building of the projected Gould-Stockholder route to the coast a certainty.

MAGNETS FIGHT FOR ROAD.

Both Gould and Harriman Want the Colorado & Southern.

DENVER, May 5.—The news today says: A struggle is on between the Colorado & Southern, allied with the Harriman interests, and the Denver & Rio Grande, a part of the Gould possessions, for control of the Colorado Midland road. The primary cause of the fight is the new Moffat road from Denver to Salt Lake, which is in course of construction. When the Moffat road is completed, it will cut off the Colorado Midland from the Denver & Rio Grande, which will invade territory hitherto held exclusively by the latter road, the Rio Grande in retaliation about finding a means of shortening its line to Salt Lake.

By building a line direct from Denver to some point on the Colorado Midland at least 100 miles of travel could be saved, and the Rio Grande people began to negotiate for the Midland. This was the purpose of Russell Harding's recent sojourn in the state. The Colorado & Southern, however, was not to be done, and realizing that such a cut-off as the Denver & Rio Grande proposed to make would materially benefit it in the run to the coast, it began planning to defeat the scheme.

The Rio Grande now threatens the Southern by holding off renewals of old arrangements about to expire concerning joint line deals in the big coal fields. Trouble has not reached the eruptive stage as yet, however.

Russell Denies There is Fight On.

SALT LAKE, May 5.—Vice-President and General Manager Russell Harding, of the Rio Grande system, who is here with a party of officials, declares there is no truth in the reported struggle between the Gould and Harriman systems for the control of the Colorado Midland, a road which is owned by the Rio Grande and half by the Colorado Southern.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on a tour of inspection, but special mention is made of new terminals at Ogden and Salt Lake, and the enlargement of the Rio Grande's Salt Lake shops are being considered.

Mr. Harding is here on