

RULES THE LAND

Rockefeller Controls Santa Fe Road.

BIG DEAL IS COMPLETED

Huge Alliance of Railroad Interests of Nation.

WITH VANDERBILT IN EAST

Acquisition of Control of Several Great Groups Makes Standard Oil Magnate Head of Over Seventy-Three Thousand Miles.

Table with columns: Mileage, Stocks and Bonds, Vanderbilt-Harriman group, Gould-Pac group, Rockefeller group, Santa Fe system, Totals.

NEW YORK, Feb. 7. (Special.)—Positive information came to light in certain favored quarters today that Standard Oil, through Edward H. Harriman, had secured control of the Atchafalaya, Topeka & Santa Fe Railroad and would be in a position to practically dominate the transportation facilities of the country.

By this tremendous coup, and others of quite recent date, the Rockefeller interests now control a total of 72,740 miles of railway, representing in stocks and bonds \$3,587,520,000. This vast network of tracks stretches over the East, West, Northwest and Southwest, tapping the very choicest territory in every direction. The only portion of the United States not included in the new map is the Southeastern Atlantic States.

After securing control of the Santa Fe, the Vanderbilt-Harriman interests had a total mileage of 40,843. The Gould-Pac group added 11,783 miles, the Rockefeller group proper 10,223 miles, and the Santa Fe brings in 7,899 miles more.

VANDERBILT LINES ACQUIRED

Concentration of Big Railroad Interests Will Control Country.

A New York special to the Chicago Record-Herald says: That the greatest railway merger in all history, making a unified system of almost 40,000 miles of road stretching from the Atlantic to the Pacific, has been accomplished, is the report in railway and financial circles here.

This gigantic railway consolidation, it is stated, has been brought about through the Rockefeller-Harriman interests, securing control of the Vanderbilt lines, lately officially known as the New York Central lines. It is understood, though not officially confirmed, that the Rockefeller-Harriman combination has secured about 90 per cent of all the capital stock of the eight railroads which are commonly credited to the New York Central system. The roads which are thus said to have passed from Vanderbilt control are New York Central, Boston & Albany, Lake Shore, Michigan Central, Nickel Plate, Erie & Western, Pittsburgh & Lake Erie, Indian, Illinois & Iowa, and possibly of the Northwest.

The alleged merger would give the Standard Oil interests, together with Edward H. Harriman and the men associated with him, practical control of the transcontinental transportation of the entire country. The vast network of lines thus placed under one hand touches a majority of the greatest tonnage centers in the United States, serve more than half the states of the Union and originate a traffic valued at more than \$300,000,000 annually.

The tremendous power which such a merger would represent is shown by the following figures giving the total mileage, and the stocks and bonds held, of the railroads composing the great combination:

TALKS ON RATES

Great Debate Occupies House All Day.

WHOSE IS THE CREDIT?

Democrats Say Bryan First Proposed Action.

ALL TOE ROOSEVELT'S MARK

Except McCall and Few Others, Who Say Government Rate-Making is Confiscation, They Indorse Bill.

ARMOR-PLATE CONTRACTS LET

Get Them—Midvale Company Out. WASHINGTON, Feb. 7.—Secretary of the Navy Morton today announced the award of contracts for armor-plate for the battleship New Hampshire and the armored cruiser North Carolina and Montana, as follows: To the Bethlehem Steel Company, the armor for one battleship and one armored cruiser, 5666 tons, and all bolts and nuts, 94 tons. To the Carnegie Steel Company, the armor for one armored cruiser, 322 tons.

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TWO NEW STATES

Senate Passes Joint Statehood Bill.

BUT CUTS OUT ARIZONA

New Mexico Wins by Very Narrow Majority.

TIE VOTE ON ONE MOTION

Fate Wavers, but Final Vote Is for Separate Admission—Part of Territory is Annexed to Utah.

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BLOW TO FOSTER

Will Not Name Tacoma Postmaster.

HE PLAYED POLITICS

President Condemns His Use of Patronage.

CUSHMAN GETS THE PRIZE

Defeated Senator Held Up Appointment to Get Votes for Re-Election—Cushman Will Get Crowley Confirmed Also.

OREGONIAN NEWS BUREAU. Washington, Feb. 7.—The Roosevelt Administration today dealt a severe blow to Senator Foster, of Washington, when it was decided to deny him the right to name the Postmaster at his home city, Tacoma. This action was directed by President Roosevelt, because he became satisfied that Senator Foster had attempted to use this appointment to his own personal benefit, had juggled with it in a political sense, so to speak.

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AMERICAN FISHERMEN'S RIGHTS

Line Through Dixon Entrance Marks the Limit on North Coast. WASHINGTON, Feb. 7.—Respecting the declaration in the Canadian Parliament yesterday that the Dominion government was about to protect the rights of its fishermen in Hecla Straits, it is learned here that it is four years since any complaint was made to the State Department against the assertion by the Canadians of exclusive fishing rights in those waters, and there is no disposition now to question such rights.