



## MONEY CANNOT BE CORNERED—MORGAN

### Financier Holds Monopoly Impossible.

## VAST POWER IS DISCLAIMED

### Abuse, Says Banker, Means Loss, Without Future Hope.

## CREDITS ARE "PERSONAL"

### Loan to Wrong Man Would Be Cancelled, Even Though It Was Secured by United States Bonds, Is Declaration.

## EPICRAMS DRAWN FROM J. PIERPONT MORGAN BY MR. UNTERMYER.

All the money in Christendom and all the banks in Christendom could not form a monopoly that would control money.

What I call money is the basis of banking.

If he had the credit and I had the money (referring to a hypothetical man in control of the credit of the country), his customer would be badly off.

When a man has vast power and abuses it, he loses it—and he never gets it back again either.

The question of control, in this country, at least, is personal; that is, in money.

I would rather have competition.

You must remember that not all securities sold and issued are always good, and when there is a responsible floor agent, there is moral strength behind them.

American stockholders take little interest in the management of their corporations. That is why we organize a voting trust in order to protect the company.

There is no place where mergers and consolidations have taken place to the extent they have in Great Britain.

"You believe in buying up the competing lines?" asked Mr. Untermyer.

"Why, sure," said Mr. Morgan.

My idea is that if the stock of the Equitable company should be turned over to the policyholders.

WASHINGTON, Dec. 19.—J. Pierpont Morgan today told the money trust investigating committee of the House that "all the money in Christendom and all the banks in Christendom" could not form a monopoly that would control money.

Mr. Morgan disclaimed any knowledge that he wielded a vast power in modern finance, and declared emphatically that he sought no such power.

For nearly five hours the chief witness called by the committee in its investigation of the intricacies of modern finance stood a running fire of questions that covered every phase of financial operation. In some respects it was one of the most remarkable hearings in the halls of Congress in years, with Mr. Morgan as the embodiment of financial operations on a colossal scale and the committee's counsel, Samuel Untermyer, the representative of the element that seeks to probe to the innermost recesses the conditions under which these vast financial operations are conducted.

## Money Monopoly Declared Impossible.

Mr. Morgan gave his views on competition, co-operation and control in industry and finance, particularly the latter. He declared he did not "mind competition," but that he preferred "combination" in his operations. He was emphatic in his declaration that "there is no way one man can get a monopoly of money."

Throughout the long examination to which Mr. Morgan submitted with an evident willingness to answer, there was not a moment when interest lagged. Short, sharp questions and answers came with striking rapidity. Mr. Morgan gave a ready response to questions, although there was often a battle of wits as to the meaning and effect of various financial conditions and operations.

## Banker Likes "Co-Operation."

The question of competition and combination brought about a lively exchange between the financier and Mr. Untermyer, the lawyer opening the tilt with the suggestion that Mr. Morgan was opposed to competition. The witness denied this, but said he favored "co-operation," adding that he "liked a little competition."

He disagreed with the views of Mr. Untermyer on the question of interlocking directorates. Without actual control, Mr. Morgan said there was no control, although some directors might be common to several corporations.

"You and Mr. Baker (George F. Baker) dominate the anthracite railroad situation, do you not?" asked Mr. Untermyer.

"I don't think we do," said Mr. Morgan. "At least if we do I do not know it."

"Your power in any direction is entirely unconscious to you, is it not?"

"It is, sir, if that is the case," said Mr. Morgan.

"You do not think you have any power in any department of industry in this country, do you?"

"Not the slightest."

"And you are not looking for any?"

## (Continued on Page 2.)

## TURKEYS PALL ON PUBLIC APPETITE

### OTHER FOWLS DEARER; GOBLER DRUG ON MARKET.

### San Francisco Dealers Puzzled by 18 to 20-Cent Quotation, With No Sign of Advance.

SAN FRANCISCO, Dec. 19.—(Special.) San Francisco appear to have given over eating turkey on Christmas, reserving one day only, Thanksgiving, for the National bird, and San Francisco poultry dealers are puzzled.

There has been no advance in the price of turkeys at wholesale and the market does not appear to show any signs of stiffening. Prices run from 18 to 20 cents at wholesale, and there are said to be ample stocks in storage. With what will come between now and Christmas, turkeys promise to be almost a drug on the market.

On the other hand, it appears that San Franciscans will celebrate Christmas with a chicken dinner or turn to some other sort of poultry. All of the grades of chickens are up about \$1 a dozen, with indications of a jump in prices. Geese and ducks are up; so is everything except turkeys.

## FRUIT EXCHANGE FAVORS

### Portland Concern Approves Co-operative Selling Agency Plan.

Efforts on the part of fruitgrowers who were represented at the meeting held in Spokane early this week to form a co-operative selling agency, will meet with the hearty approval and encouragement of the officers and members of the Northwestern Fruit Exchange in Portland.

"The industry is so great," said W. F. Gwyn, manager of the Northwestern Exchange, last night, "that there is plenty of room in this territory for an efficient selling organization in addition to our own. We are glad, indeed, that the growers have been able to get together as is indicated by the reports of the Spokane meeting."

"The business of marketing the enormous fruit output of the Northwest successfully demands all the effort and all the intelligence that the Northwest can command. So it is but natural that we welcome any movement that will aid the industry."

"We have worked for the last three years along certain definite lines and have spent more than \$125,000 in perfecting our selling agency. There is no reason why the new organization cannot accomplish similar results."

## SOAP HURTS CONSCIENCE

### Patron Makes Restitution to Hotel After Two Years.

Evidently conscience stricken for the supposed theft of a small individual cake of soap, the following letter was received yesterday by the Perkins Hotel, dated from Diamonds, Wash.: "I am returning, under separate cover, a bit of your soap which I took from one of the rooms two years ago. Since the Lord pardoned me I have known and felt that I should return this. I thank you for not using it, but that I am able to restore that which I took as a souvenir. As you forgive I pray that he shall also be merciful and grant pardon to you all." It was signed "A sinner saved by God."

By the same mail was received a small individual cake of soap such as has not been in use at the hotel for fully two years, and which is intended for the patrons of the hotel to take with them if they so desire. The little piece of soap shows no signs of use and apparently had been carefully preserved.

## MRS. G. F. RUSSELL COMING

### Body of Mrs. Sylvester Pennoyer Being Brought to Portland.

NEW YORK, Dec. 19.—(Special.)—Mr. and Mrs. George F. Russell, of Portland, registered at the Hotel Knickerbocker a few days ago on their way to Portland with the body of Mrs. Sylvester Pennoyer, mother of Mrs. Russell, who died in Paris December 12. Mrs. Russell met his wife here when she arrived on the La France, and they will leave for their home at once with the body of Mrs. Pennoyer, which will be buried in the family burying plot in Portland. Mrs. Russell will return to Paris in about two months to be with her daughter, who is in school in that city.

Paul Wessinger, of Portland, is in New York for a short business trip and is staying at the Hotel Astor. Mr. Wessinger will return to his home in time for the Christmas holidays.

Mr. and Mrs. G. Kinkaid Smith, of Portland, were at the Hotel Astor for a visit of several days last week.

## MATLOCKS TO SEE BODY

### Message From Former Eugene Man Says Desperado Not Joe Matlock.

EUGENE, Or., Dec. 19.—(Special.)—Still maintaining that the desperado dead at Santa Ana, Cal., is not their son and brother, ex-Mayor J. D. Matlock and his son, E. D. Matlock, left tonight for Southern California to make sure that they are correct. They today telegraphed a description of tattoo marks that Joseph Matlock bears, but these were not found on the body of the desperado.

E. D. Matlock today gave out the following telegram from E. E. McClanahan, a former Eugene man, which flatly contradicts the statement attributed to McClanahan in the day press dispatches.

"Have seen body here supposed to be Joe Matlock, and in my opinion it is not he."

## HILLMAN'S TERM REDUCED BY TAFT

### Rich Promoter Soon to Leave Prison.

## ESTATE ENHANCED IN VALUE

### Federal Officials Decline to Ask for Clemency.

## BANKERS SIGN PETITION

### Prisoner, Who Will Be Free in Two Months, Will Live in Southern California—Three Years of Life Are Mystery.

WASHINGTON, Dec. 19.—President Taft today commuted to one year the two and a half year sentence of Clarence D. Hillman, a wealthy real estate dealer of Seattle, convicted of using the mails to defraud. He has served eight months of his sentence and paid a fine and costs of \$10,000. With allowances for good behavior, he will be released in about two months.

SEATTLE, Dec. 19.—The commutation of Clarence Dayton Hillman's sentence by President Taft was issued in spite of the refusal of United States District Attorney Beverly W. Colner and former District Attorney Elmer E. Todd, who prosecuted Hillman, to recommend his release. Other Federal officials declined to intercede for Hillman.

Pardon Urged by Bankers.

Hillman's estate has been managed by his brother since he entered prison, and is said to have increased in value. Upon Hillman's release in February, he will make his home in Southern California, it is said.

Clarence Dayton Hillman appeared in Seattle in 1898 and began plating wild land as addition to Seattle and selling it as town lots. The growth of Seattle was so rapid that Hillman's real estate promises to purchasers were fulfilled, and his early additions are now thickly settled portions of the city.

Wild Land Bought and Platted.

Hillman continued to buy wild land and plat it, with varying results to purchasers. In 1906 his operations attracted the attention of the postal authorities, and he was indicted for using the mails to defraud, and was convicted. The Supreme Court of the United States granted him a new trial, and the case was dropped.

He was arrested again August 26, 1910, charged with using the mails to defraud. The fraud was alleged to have been committed in the sale of wild land some miles from Olympia, Wash., which he platted as Boston Harbor, and equally unimproved land some miles from Everett, Wash., which he platted as Birmingham. His advertisement (Concluded on Page 4.)

## ANNUAL PICTORIAL NUMBER.

In its pictures, no less than in its text, the Oregonian Annual, to be published January 1, will be eloquent of the advancement of Oregon. Illustrations are even more convincing than words in telling such a story as the Annual contains—a story of the phenomenal progress of a great city, of the development of a wonderful state, of the extension of transportation facilities that serve city and country alike and make for the prosperity of both. In its illustrative features the Annual will be remarkably complete and attractive.

One large section will be made up exclusively of Portland pictures. It will include full-page and quarter-page views of the busiest streets, with their lofty buildings, most of which have been erected in the last five years. There will be five large panoramic views of the business district, and pages devoted to new business blocks, warehouses and residences, to clubs, churches, schools and public buildings.

Other parts of the Annual will contain illustrations of shipping, of the Columbia River jetty work, of the building of new electric railroads and of other similar activities. There will be numerous industrial scenes, including dairying, livestock, grain, fruit, lumber, poultry and mining.

Orders are now being received for the Annual. The price is 5 cents. Postage in the United States and possessions, Canada and Mexico, 5 cents. Foreign postage, 10 cents.

## POLICE ON GUARD AS ROBBERS FEAST

### Series of Burglaries Is Puzzle.

## PLANS ARE LAID WITH CARE

### Boldness Is Expected to Reveal Identity.

## NO LOOT REPORTED SOLD

### Woman Treated Gruffly on One Occasion but Request of Mr. Woodworth to Leave Aged Mother Undisturbed Is Granted.

To be awakened in the middle of the night by the glare of a pocket flash lamp in their eyes, and hear two debonaire burglars command them to put their heads beneath the bedclothes and not make outcry, to ask that a room where a sick woman is sleeping be not disturbed and have the request treated with courtesy, to lie still while the robbers spread a tablecloth and place out all the eatables in the house, dining sumptuously, rolling cigarettes and reading newspapers, and while the robbers ransack the house, and finally disappear, has been the experience of the families of five householders on the East Side within the past week. And, although, in all cases reported, the burglars took their time and apparently feared nothing, the two men wanted are still at large.

The "3 o'clock burglars," as the police have dubbed the two, have made little financial gains from the series of bold robberies which is baffling police officialdom. Less than \$75 in real money has been secured in the five successful burglaries reported, and the greatest part of the loot, the jewelry taken from the houses, has totalled about \$250 in value.

Meal Is Enjoyed.

While 50 policemen on East Side beats stayed on fixed posts at their patrol boxes early yesterday morning, thinking of the Christmas turkey (Concluded on Page 2.)

## STUDENT SMOKERS TARGET

### Spokane Men Open Crusade Against Youthful Tobacco Users.

SPOKANE, Wash., Dec. 19.—(Special.)—To put a stop to the use of tobacco by boys in Spokane, and particularly by high school boys, which they say has reached the proportions of an alarming evil, business and professional men of the Vincent Methodist Church will organize themselves into a volunteer probation officers' corps.

Chief Doust has agreed to furnish each one of the volunteers a special officer's star carrying with it full probation officer's power, and to second their efforts to the best of his ability. The volunteers will also have the advice and assistance of Chief Probation Officer Winans.

State Senator Phillips, Arthur B. Lee and J. T. Burcham, three well-known attorneys, are prominent in the movement.

## CONGRATULATIONS POUR IN

### New York Hears of Warrenton's Woman Mayor-Elect.

WARRENTON, Or., Dec. 19.—(Special.)—Miss Clara Munson, yesterday elected Mayor, passed most of today in Astoria, where she was the recipient of hundreds of congratulations from friends.

Telegrams conveying congratulations are coming in from various states, including New York.

## FATHER, HE READS OF THE MONEY TRUST

MAYBE THEY HAVE PUT SOMETHING IN THE PAPER HE DON'T LIKE

??!

DAILY PAPER MORGAN SAYS \$25,000,000,000 CONTROLLED BY 150 MEN

DAD

MONEY TRUST INQUIRY

\$693 MILLIONS

\$3,010,000,000

62 COMPANIES

\$18,165,000,000

## MRS. G. F. RUSSELL COMING

### Body of Mrs. Sylvester Pennoyer Being Brought to Portland.

NEW YORK, Dec. 19.—(Special.)—Mr. and Mrs. George F. Russell, of Portland, registered at the Hotel Knickerbocker a few days ago on their way to Portland with the body of Mrs. Sylvester Pennoyer, mother of Mrs. Russell, who died in Paris December 12. Mrs. Russell met his wife here when she arrived on the La France, and they will leave for their home at once with the body of Mrs. Pennoyer, which will be buried in the family burying plot in Portland. Mrs. Russell will return to Paris in about two months to be with her daughter, who is in school in that city.

Paul Wessinger, of Portland, is in New York for a short business trip and is staying at the Hotel Astor. Mr. Wessinger will return to his home in time for the Christmas holidays.

Mr. and Mrs. G. Kinkaid Smith, of Portland, were at the Hotel Astor for a visit of several days last week.

## MATLOCKS TO SEE BODY

### Message From Former Eugene Man Says Desperado Not Joe Matlock.

EUGENE, Or., Dec. 19.—(Special.)—Still maintaining that the desperado dead at Santa Ana, Cal., is not their son and brother, ex-Mayor J. D. Matlock and his son, E. D. Matlock, left tonight for Southern California to make sure that they are correct. They today telegraphed a description of tattoo marks that Joseph Matlock bears, but these were not found on the body of the desperado.

E. D. Matlock today gave out the following telegram from E. E. McClanahan, a former Eugene man, which flatly contradicts the statement attributed to McClanahan in the day press dispatches.

"Have seen body here supposed to be Joe Matlock, and in my opinion it is not he."

## SANE NEW YEAR'S EVE PLAN SHAPED

### STREET CONCERT WITH 1000 VOICES AND BAND IS AIM.

### Midnight Open-Air Festival in Downtown Section Proposed to Usher in 1913 in Portland.

A plan took shape yesterday among citizens and church workers interested in what they call a sane New Year, to usher out the old year and ring in the new, by a concert participated in by a chorus of some 1000 voices, assisted by a brass band of 30 pieces, late on the night of December 31, on the streets of Portland. The committee, at the head of which is William Mansfield Wilder, director of the Orpheus Male Chorus, will complete its organization at a meeting to be held Monday at the Commercial Club rooms. It is thought that the cost of the proposed open-air concert will be about \$700, and that this sum can be raised by public subscription.

Last February a plan was on foot to usher in New Year by a street concert, participated in by a large chorus, brass band accompaniment, and solos by an artist of international reputation, at a cost of \$7000. But when Carl R. Gray, the railroad man, promoter of the plan, left the city for St. Paul, Minn., the project was dropped. A more modest plan is now proposed.

The only objection advanced against the open-air concert idea is the uncertainty of the weather on December 31. The average maximum temperature in this city, December 31, for the last 50 years, is 44 degrees, and the average minimum temperature, 35 degrees. The rainfall, December 31, for the last 11 years in this city, counting from the year 1900, is: .00, .01, 1.08, .00, .07, .02, .01, .03, .00, .00, .01, .00. By these figures it will be seen that no rain fell December 31, 1900, 1903, 1905, 1909 and 1911.

## TRACK GAMBLING TARGET

### Idaho Legislators Open Crusade on Race Course Evils.

SPOKANE, Wash., Dec. 19.—(Special.)—There will be no more gambling at racetracks in the State of Idaho, according to William J. Herwig, superintendent of the Idaho Anti-Saloon League, who is making a complete tour of the state in the interests of legislation for the betterment of public morals.

"Seventeen out of the 24 Senators who have been elected to serve at the next session of the Legislature are opposed to racetrack gambling and will not only vote for the abolishment of the evils of the racetrack, but will also take an active interest in the fight," says Mr. Herwig. "In the House of Representatives the percentage is equally as strong. The entire make-up of the Legislature is such that there is no question but that pool selling and horserace gambling in Idaho will be put out of business in the coming session of the Legislature and thus put Idaho in line with every other state that has outlawed this form of gambling. I find a strong sentiment in the City of Coeur d'Alene, more especially among the merchants, against horserace gambling."

"At a meeting Monday night the sentiment of the Coeur d'Alene merchants, including practically every business man in the city, was unanimously against pool selling."

## FILIPINO LIBERTY OPPOSED

### Bishop O'Dea Says Church Property in Islands Would Be in Jeopardy.

OREGONIAN NEWS BUREAU, Washington, Dec. 19.—The Washington delegation in Congress has received a letter from Edward J. O'Dea, bishop of Seattle, protesting against the passage of a bill introduced by Representative Jones, of Virginia, granting independence to the Philippines. Bishop O'Dea says:

"First, it is the firm conviction of those whom I have consulted that the granting of independence now or at an early date will produce a series of revolutions in the islands not unlike the commotions which have taken place and are now taking place at frequent intervals in San Domingo and other Southern states."

"Secondly, independence would be a serious blow to religion in the islands and would place all church property in the islands in dire jeopardy."

## HEN LAYS LARGE EGGS

### Pullet's Productions 6 3-4 Inches Long, 6 1-4 Inches Wide.

Two eggs each 6 3/4 inches in length and 6 1/4 in breadth, weighing 3 1/2 and 2 1/2 ounces, were laid by five months old pullet. The pullet is owned by Mrs. M. Viereck, of 1288 East Twelfth street North, who has learned what poultry lore she knows from her own study.

"They beat the poultry show, don't they?" said Mrs. Viereck yesterday. "They are not prize hens; just ordinary specimens of the Rhode Island Red. My husband refused \$100 for a rooster we have. I refused an offer of \$1 apiece for these two eggs."

## BRIDE IS 88, HUSBAND 66

### Monroe Woman Who Has Been Married Several Times, Has Farm.

MONROE, Or., Dec. 19.—(Special.)—Armed F. Dennis, aged 66, of Junction City, Or., and Eliza A. Saunders, 88, were married December 8 at the home of the bride, three miles east of Monroe.

Mrs. Dennis owns a farm of 500 acres and has cash in bank. She has been married several times.

## MILWAUKEE TRAINS TO ENTER PORTLAND

### Puget Sound Branch Merged With Parent.

### PACT MADE WITH O.-W. R. & N.

### Daily Passenger Service into City Begins June 1.

### THROUGH ROUTE IS PLAN

### Consolidation, While Taking Identity From Western Subsidiary, Will Not Disturb Coast Operating Headquarters, Says Report.

Consolidation of the Chicago, Milwaukee & Puget Sound Railway with the Chicago, Milwaukee & St. Paul Railway, its parent road, the complete loss by the Puget Sound line of its identity and immediate arrangements for operating through trains between Portland and St. Paul over the O.-W. R. & N. and Milwaukee tracks will be effected with the beginning of the year.

Although an agreement already has been made with the Harriman officials for running the Milwaukee trains into Portland over the O.-W. R. & N. Company's tracks, this service probably will not be inaugurated until June 1, when the new line between Spokane and Marengo, Wash., is completed. The road between Spokane and Marengo will be used jointly by the Harriman line and the Milwaukee. At Marengo this road connects with the Milwaukee's main east and west line across the continent and westbound traffic at that point will be diverted either to Puget Sound or to Portland.

Daily Passenger Train Assured.

The Milwaukee now is extending its tracks southward along the Columbia River from Beverly, on its main line, toward the junction of the Yakima River. It is believed that eventually this road will be extended to the junction with the Snake River, where it will have physical connection with the O.-W. R. & N. Company's main line. As the Milwaukee already has options on some desirable pieces of terminal property in Portland an agreement with the Harriman system for operating between the Snake River junction and Portland is all that will be required to give it entrance into the city.

Meanwhile, both freight and passenger business will be conducted over the O.-W. R. & N. Company's tracks via Marengo and Spokane. The Milwaukee now operates through freight service over the Harriman lines to Plummer, Idaho, where connection is made with its present main line.

One through passenger train will be operated each way between Portland and St. Paul every day. It will be a limited service with first-class equipment. The trains will not operate beyond St. Paul, as the Milwaukee desires to work with the various other lines between St. Paul and Chicago for this business.

In confirmation of the plan to consolidate the two Milwaukee roads is the following message received here yesterday by E. K. Garrison, district freight and passenger agent for the Milwaukee in Portland:

Coast Headquarters Continue.

"The railway of the Chicago, Milwaukee & Puget Sound Railway Company extending from the connection with the railway of the Chicago Milwaukee & St. Paul Railway Company at Moberly, S. D., near the east bank of the Missouri River, to Seattle and Tacoma, was constructed as an extension of the Chicago, Milwaukee & St. Paul Railway Company, and the work of constructing the Puget Sound extension has been substantially completed and as the railways of both companies can, in the interest of all concerned, be more advantageously operated as one system the lines of the Chicago, Milwaukee & Puget Sound Railway Company will on and after January 1, 1913, be operated as a part of the system of the Chicago, Milwaukee & St. Paul. The headquarters of the lines west of the Missouri River will be continued on the Coast and the representation there will be as full and complete as at present."

The telegram was signed H. R. Williams, president of the Puget Sound line, and submitted through George W. Hibbard, general passenger agent.

Extensions Cost \$100,000,000.

This indicates that the construction work of the Milwaukee system, excepting the building of branch roads, is complete, and bears out the theory that entrance to Portland will be gained through a traffic and operating agreement with the O.-W. R. & N. Company.

The Milwaukee extension from Moberly to the Sound was built at a cost of \$100,000,000 and completed about two years ago. It was constructed in record time, the work requiring less than three years, and at a cost below the original estimate. The heaviest expenditures were made during the panic of 1907, the financial stringency not having any effect upon its activity.

Portland always has been considered as one of the Western terminals and recent developments indicate that the (Concluded on Page 5.)

## MILWAUKEE TRAINS TO ENTER PORTLAND

### Puget Sound Branch Merged With Parent.

### PACT MADE WITH O.-W. R. & N.

### Daily Passenger Service into City Begins June 1.

### THROUGH ROUTE IS PLAN

### Consolidation, While Taking Identity From Western Subsidiary, Will Not Disturb Coast Operating Headquarters, Says Report.

Consolidation of the Chicago, Milwaukee & Puget Sound Railway with the Chicago, Milwaukee & St. Paul Railway, its parent road, the complete loss by the Puget Sound line of its identity and immediate arrangements for operating through trains between Portland and St. Paul over the O.-W. R. & N. and Milwaukee tracks will be effected with the beginning of the year.

Although an agreement already has been made with the Harriman officials for running the Milwaukee trains into Portland over the O.-W. R. & N. Company's tracks, this service probably will not be inaugurated until June 1, when the new line between Spokane and Marengo, Wash., is completed. The road between Spokane and Marengo will be used jointly by the Harriman line and the Milwaukee. At Marengo this road connects with the Milwaukee's main east and west line across the continent and westbound traffic at that point will be diverted either to Puget Sound or to Portland.

Daily Passenger Train Assured.

The Milwaukee now is extending its tracks southward along the Columbia River from Beverly, on its main line, toward the junction of the Yakima River. It is believed that eventually this road will be extended to the junction with the Snake River, where it will have physical connection with the O.-W. R. & N. Company's main line. As the Milwaukee already has options on some desirable pieces of terminal property in Portland an agreement with the Harriman system for operating between the Snake River junction and Portland is all that will be required to give it entrance into the city.

Meanwhile, both freight and passenger business will be conducted over the O.-W. R. & N. Company's tracks via Marengo and Spokane. The Milwaukee now operates through freight service over the Harriman lines to Plummer, Idaho, where connection is made with its present main line.

One through passenger train will be operated each way between Portland and St. Paul every day. It will be a limited service with first-class equipment. The trains will not operate beyond St. Paul, as the Milwaukee desires to work with the various other lines between St. Paul and Chicago for this business.

In confirmation of the plan to consolidate the two Milwaukee roads is the following message received here yesterday by E. K. Garrison, district freight and passenger agent for the Milwaukee in Portland:

Coast Headquarters Continue.

"The railway of the Chicago, Milwaukee & Puget Sound Railway Company extending from the connection with the railway of the Chicago Milwaukee & St. Paul Railway Company at Moberly, S. D., near the east bank of the Missouri River, to Seattle and Tacoma, was constructed as an extension of the Chicago, Milwaukee & St. Paul Railway Company, and the work of constructing the Puget Sound extension has been substantially completed and as the railways of both companies can, in the interest of all concerned, be more advantageously operated as one system the lines of the Chicago, Milwaukee & Puget Sound Railway Company will on and after January 1, 1913, be operated as a part of the system of the Chicago, Milwaukee & St. Paul. The headquarters of the lines west of the Missouri River will be continued on the Coast and the representation there will be as full and complete as at present."

The telegram was signed H. R. Williams, president of the Puget Sound line, and submitted through George W. Hibbard, general passenger agent.

Extensions Cost \$100,000,000.

This indicates that the construction work of the Milwaukee system, excepting the building of branch roads, is complete, and bears out the theory that entrance to Portland will be gained through a traffic and operating agreement with the O.-W. R. & N. Company.

The Milwaukee extension from Moberly to the Sound was built at a cost of \$100,000,000 and completed about two years ago. It was constructed in record time, the work requiring less than three years, and at a cost below the original estimate. The heaviest expenditures were made during the panic of 1907, the financial stringency not having any effect upon its activity.

Portland always has been considered as one of the Western terminals and recent developments indicate that the (Concluded on Page 5.)