

NEW YORK CENTRAL TO BE HOLDING COMPANY FOR HARRIMAN RAILROADS

HIGHERS WILL LOSE THEIR POSITIONS

Among Has-Beens Slated Are Depew and Twombly—Greatest Financial Coup Planned—Big Deal Is Now Pending.

By Thomas C. Shotwell.
 New York, Jan. 16.—New York Central is to be the holding company for all the Harriman system, according to reports in Wall street today.
 This makes a holding company, as planned by Harriman some months ago, practically a reality. Details of the plan which practically amounts to a merger of Union Pacific with the other Harriman companies, are being worked out. The matter has gone so far, it was said today that in the plans for the new Grand Central station quarters are being provided for Union Pacific, Southern Pacific and all the other Harriman offices. The Equitable Life building in which Harriman headquarters have their offices at 120 Broadway is to be torn down in about two years to make place for the largest skyscraper in the world and it is expected that Harriman will by that time be the official head of the greatest transcontinental system in the world.

Chauncey Depew to Go.
 This deal between the Harriman lines and New York Central has proceeded so far that several of the old Vanderbilt lieutenants are arranging for retirement. Senator Chauncey D. Depew is one who will go. H. McK. Twombly, a brother-in-law of William K. Vanderbilt is another named for retirement. New York Central already has enough stock authorized to begin the deal which will be brought about by a purchase from the Union Pacific of its Southern Pacific stock. Payment to be made with stock of the New York Central in volume large enough to put the control of New York Central in the Union Pacific treasury. This deal will conform with all the laws relating to ownership of parallel or competing properties.
No Quarrels With Government.
 This deal will not be officially consummated for several months. It may be a year before all the details, because the Harriman people do not propose to have any more quarrels with the United States government and they will proceed in such a way as to meet the approval of the Taft administration. Union Pacific already owns about \$115,000,000 par of New York Central stock and Harriman is said to have options on large blocks in the street. William K. Vanderbilt is to be an important minority factor in New York Central and he is reported the purchaser of much stock around present. New York Central has been strong the last few days in the face of heaviness in nearly every direction. It was the leader in trading today, although this report of the proposed purchases of Southern Pacific was not common knowledge in the street. The deal between Union Pacific and New York Central was being braced up by the buying of insiders who insist the merger will be put through as planned.

NICHOLAS GETS OFF THE THRONE

Montenegrin Ruler Abdicates in Favor of Son, Prince Mirko.

(United Press Landed Wire.)
 Paris, Jan. 16.—Prince Nicholas of Montenegro has abdicated in favor of his son, Prince Mirko, according to a dispatch received here this evening from Vienna. The report lacks confirmation, though it is generally credited, as Nicholas had not met the full desires of subjects in his situation toward Austria. He was confronted with the same situation as now confronts King Peter of Serbia, whose abdication is expected at any moment. He is known to favor an avoidance of war, while the Montenegrin people are clamoring for war.

LOCHINVAR WOES WITH REVOLVER

His Fair Ellen Flees to the Divorce Court in One Short Week.

(Hearst News by Longest Leased Wire.)
 San Francisco, Jan. 16.—Married but one week to a modern Lochinvar, who forced her to wed him at the point of a revolver, Mrs. May Jackson appeared before Police Judge Shortall today. She alleged that the revolver with which he had forced the marriage had been stolen from her. She was in evidence during the brief trial of her married life. The complaint recited threats against her life. She is suing for divorce and the false swearing as to her age.

RICHEST RAILROAD MAN IN WORLD PLANS GREAT COUP

Harriman is planning another coup. The richest railroad man in the world would have the world make him more rich; "As little Prince, having no greater a title," he would be more Prince. The holdings of the Union Pacific and Southern Pacific railroads, Mr. Harriman proposes, shall be vested in the New York Central, through which vast system he expects to centralize the tremendous power he wields over the railroad and financial world. In this rebuilding of the railroad part of the world, Mr. Harriman is said to have in view the decapitation of Chauncey M. Depew. Senator Depew is supposed to have been recapitulated so far as the public is concerned for months. Harriman proposes to make the execution assume a more materialistic form.

FAVORS TO EASTERN OREGON

Central Oregon is to have its long desired railroad. That much has been determined by E. H. Harriman. The chances are said to be in favor of the ultimate selection of the Des Chutes route out of three that Mr. Harriman and the directors of his lines are now considering in detail and it is highly probable that work will begin in the early spring as soon as the weather will permit grading and construction work.

J. P. O'Brien vice-president and general manager of the Harriman lines in Oregon returned yesterday afternoon from a month's trip to New York. While in the east he laid the entire matter before the directors and explained the situation to them minutely. It is known that Mr. O'Brien himself favors the Des Chutes route although it has been found since the first estimate of \$3,000,000 was forwarded to New York that the route would cost just double that amount.

Need New Line.
 Mr. Harriman and the directors of the Union Pacific realize the necessity for immediate construction of a Central Oregon line. The panic of last year delayed all new projects temporarily and the fact that the earnings of the O. R. & N. for the past month show a decrease over those of the corresponding month of last year, has caused them to consider the necessity of a new line. Several million dollars for new railroad building, especially as it is claimed by the officials that it will be several years before the traffic will begin to pay even the cost of operation, to say nothing of making a return on the investment.

Road to Bend.
 The objective point of each of the three lines now under consideration by Mr. Harriman is Bend. In Crook county. The line which Mr. O'Brien has recommended follows the Des Chutes river and the fact that the earnings of the O. R. & N. for the past month show a decrease over those of the corresponding month of last year, has caused them to consider the necessity of a new line. Several million dollars for new railroad building, especially as it is claimed by the officials that it will be several years before the traffic will begin to pay even the cost of operation, to say nothing of making a return on the investment.

On the other side of the Des Chutes route, extending from Detroit on the Union Pacific already owns about \$115,000,000 par of New York Central stock and Harriman is said to have options on large blocks in the street. William K. Vanderbilt is to be an important minority factor in New York Central and he is reported the purchaser of much stock around present. New York Central has been strong the last few days in the face of heaviness in nearly every direction. It was the leader in trading today, although this report of the proposed purchases of Southern Pacific was not common knowledge in the street. The deal between Union Pacific and New York Central was being braced up by the buying of insiders who insist the merger will be put through as planned.

Third Route.
 The third route is an extension of the Columbia Southern, which now runs from Biggs, on the O. R. & N., to Shallowater. This is generally considered the most undesirable of the three under consideration. It would be the cheapest.

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WOODS AGAINST SEATTLE

Portland Mill Company Is Awarded Contract for 2,000,000 Feet of Lumber for Government Use in Philippines—Persistence of Local Bidders Victorious.

Although Senator Fulton in a telegram to the chamber, commended and expressed the belief that the government would not send a transport here to load lumber for the Philippines, even though a Portland firm was the lowest bidder, the Eastern & Western Lumber company has received notice that it has been awarded the contract for 2,000,000 feet of lumber for Manila delivery and that a vessel will be sent here to take the cargo. The contract approximately \$25,000.
 Originally it was planned to have the vessel loaded at Seattle. This placed Portland and Columbia river bidders at a disadvantage, the excuse being that government transports were loading with other material on Puget sound and that it would be most convenient to take on the lumber there. The chamber of commerce then sent a telegram to Senator Fulton, in which he responded that the lumber from Portland would be "received and considered," but that he could get no assurance that a vessel would call here.

SCRAMBLE FOR CALIFORNIA RAILROADS

ALLEY IS A SEA

River at California Capital Equals Highest Mark in History and Still Rising—Levees Everywhere at Breaking Point.

(United Press Landed Wire.)
 Sacramento Cal., Jan. 16.—The flood situation here took a critical turn tonight when the Sacramento river continued to rise after it had reached the highest stage in its history. Unless the crest comes soon it is feared the dikes along the banks will collapse and a destructive torrent will sweep upon the city.

Late this afternoon the gauge registered a stage of 26 1/2 feet, with no sign of recession. Weather Forecaster Taylor tonight predicted a stage of 30 feet by tomorrow, which means the stream will either be close to bursting the levees here or that some of the less bulky dikes up and down the river will break, inundating the lowlands. The damage that would follow such a disaster is incalculable.

Five years ago, when the river rose to a stage of 26 feet, the levees burst, flooding the whole surrounding country. The forecaster tonight sent out flood warnings to all inhabitants on both sides of the river that a higher tide was coming.

At Broderick, where the Sacramento and American rivers join, the water is pouring against the levees with terrific force and the inhabitants are fearful that the town will be swept away. The situation at Stockton and Lathrop is no less critical. At Lathrop the river has reached the 15.5 foot stage this evening, a rise of 15 inches in less than 12 hours. Sixteen feet is flooding the Stanislaus has broken through its banks.

Some certain tonight that some of the swollen streams will burst their banks by tomorrow.
Sutter County Inundated.
 The rushing torrent of the Feather river broke through the levee on the Sutter county side, about 10 miles below Yuba City, at a place called Shalinski. The break occurred at a point opposite the Sutter tule basin, doing much damage to ranches and drowning livestock. The break occurred at a point opposite the Sutter tule basin, doing much damage to ranches and drowning livestock.

The famous White House ranch, an old landmark, is in the midst of the swirling water close to the levee. The break is liable to be carried from its foundations.
 The break of the levee at Shalinski has relieved the situation at Marysville and Yuba City, which were threatened for a time today owing to the rising of the Feather and Yuba rivers at those places.

The rivers at Marysville began falling as water close to the levee and the water flowing over the southern part of Sutter county now resembles an inland sea. Much damage will result, owing to the fact that the land being inundated was very rich fruit soil.
Crisis Sunday at Noonday.
 The residents living in the towns on the levee at this point are beginning to feel the danger. The levees at Colusa and Colville, where the river enters Suisun bay, are anxiously awaiting the morning when the crest of the flood is expected to reach them. All of the ranchers are watching the levees for weak spots and all precautions are being taken to save their homes and livestock.

At Walnut Grove, 40 miles below here, on the river, the residents are beginning to fear the backwater of the San Joaquin and Mokelumne rivers which threaten to do some damage. The Locks and levees on the river, which are threatened by the backwaters of the San Joaquin and Mokelumne rivers, which threaten to do some damage.

There are some weak spots in the levee at this point and a large party of men have been at work all day strengthening the places which are liable to give way.
 Merritt Island and Lisbon district, both of which are agricultural land, will be in danger.
 The levee at Courtland, 31 miles below here on the Sacramento, are in danger.

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In the Want Ad Section of Today's Journal

- 50c Advertise for 17 days
- 17c Advertise furnished 40 rooms for rent
- 27c Advertise real estate for 10 days
- 10c Advertise business 3 days
- 3c Advertise houses for 1 day
- 1c Advertise flats for 1 day
- 3c Advertise housekeeping 30 rooms for rent

Hundreds of new ads in the classified section of this paper every day. If you do not find what you want today

Read the Classified Section of Tomorrow's JOURNAL



Frank Hitchcock, who is said to be a friend of the mysterious Mr. Ormsby McHarg.

"It is not right that men from outside of the state of Oregon should be sent into the state to meddle in the political affairs of the state. If it is true, as has been reported, that Ormsby McHarg, of Chicago, has been sent to Oregon as a representative of National Chairman Hitchcock, to attempt to defeat the will of the people of Oregon in the election of a senator, then the people of Oregon should send an immediate and a forceful protest to President-elect Taft against the seating of Hitchcock as a member of the cabinet."

This is the way W. A. Williams, delegate to the national Republican convention, member of the Republican state central committee, ardent Republican worker and supporter of Taft, looks upon the effort being made to defeat the will of the people of Oregon in the election of a senator, then the people of Oregon should send an immediate and a forceful protest to President-elect Taft against the seating of Hitchcock as a member of the cabinet.

Any man in the state of Oregon who would accept the senatorship over the defeat of Governor Chamberlain and the broken pledges of members of the legislature, is not qualified to hold the office, said Martin and two depositions. The people of the state have chosen Governor Chamberlain and he is the only man in the state who is qualified to serve the people of the state to the best interests.

HIGHEST HONORS FOR ROJESTENSKY, DEAD

(United Press Landed Wire.)
 St. Petersburg, Jan. 16.—With full military honors the body of the late Vice Admiral Rojestensky was interred today in the presence of representatives of the imperial family, the ministers of war and marine and an assemblage of high officers. Wreaths from the emperor and empress were placed on the coffin.

ROB BANK; QUICKLY CAUGHT

(Special Dispatch to The Journal.)
 Klamath Falls, Or., Jan. 16.—Two masked men entered the Klamath County bank shortly after noon today and at the point of pistols ordered Cashier Alexander Martin and two depositors, Don J. Zumwalt and C. C. Brower, to throw up their hands. One of the robbers handed a bag to Martin and told him to fill it. Two trays containing \$3500 were emptied into the bag. Four hours later both robbers were in custody.

Captain Aubert Relates His Experience When the Alice Struck Shore Off Ocean Park—Is Rescued From the Breakers.

Astoria, Jan. 16.—"According to my chronometer I was 60 miles off shore. Yet at 4 o'clock in the morning we heard the breakers roaring somewhere ahead in the darkness—and the gale was blowing 70 miles an hour and jamming us upon the shore. We tried to wear ship, but it was too late. There was nothing to do but to head right into the teeth of the breakers and make a run for the shore, taking a chance on striking sand instead of rocks. It was pitch dark and we couldn't see the length of the ship ahead, but with the sails close hauled we headed into shore. Suddenly she struck, gently at first, on the sandy bottom, but the breakers picked her up and hurled us on through the darkness. The ship made a beautiful light, plowing her way clear through the line of breakers until she struck hard and broke her back."

Graphic Story.
 Such is the graphic story told by Captain Aubert of the French ship Alice, which was wrecked at Ocean Park early Friday morning. Captain Aubert and his men, all of whom were saved, are now at the hotel at Ocean Park awaiting the arrival of the French consul from Portland. The vessel lies high and dry in the sand, with her back apparently broken, and will probably be a total loss. The breakers are now piling over her. Her nose is buried deep in a bed of quicksand, with the stern 15 feet higher. The hatches have been torn off by the waves and the ship is full of water. Only the stern is out of water.

Fights Bitterly.
 "For nearly two weeks," said Captain Aubert, "we had been beating back and forth from the mouth of the Columbia, fighting an easterly gale all the while, and waiting for a chance to make our way in."
 The ship was in good shape, not having suffered from her voyage from London. So wicked was the easterly gale, and so constant, that no chance came to creep in to the bar until about midnight of Thursday night. The wind fell at such a time that the ship was in for the bar and about the same time a fresh southwest started up. But I was not afraid of that. Breakers were in the thick weather at 4 in the morning, though a moment before my chronometer had showed the ship to be 60 miles off shore. As the breakers were sighted I tried to wear the ship about but found she was too close in to do anything.

Gale Increases.
 "There was no time to try any plans. By this time the southwest had increased to a gale of 70 miles, which was driving us upon the shore. Then came the sudden climax. With sails close hauled we turned her right into the teeth of the breakers and crossed the bar for the shore. The men all stood by gallantly. Suddenly she began to rub her nose against the breakers, kept throwing her forward. She made a magnificent end, plowing her way clear up through the line of breakers. She was tide high.

Sends Note Ashore.
 "As she struck I ran down to my cabin, hastily wrote a note, enclosed it in a bottle and threw it overboard. I then collected the ship's papers and some valuables, all this taking only a few minutes. As the ship was being lifted into the boats. All won their way to shore in safety, only one sailor receiving a sprained ankle.

The Alice lies with her back apparently broken, straight athwart the beach with her head down and her stern level with the high tide line. Her cargo was in shreds and as she lies there in a bottle and she is overboard. I was in the water for some time. Whether Captain Aubert's chronometer was wrong or whether he made errors in reckoning remains to be determined. It looks now as if everything will be a total loss.

Harvard 3, Princeton 2.
 (United Press Landed Wire.)
 New York, Jan. 16.—Harvard's champion seven tonight defeated Princeton, three to two, in the intercollegiate hockey league tournament.

ENIGMA OF WRECK

ONE LITTLE ERROR COST 23 OR MORE PERSONS THEIR LIVES IN THE DENVER & RIO GRANDE TRAIN WRECK—MANY INJURED.

(United Press Landed Wire.)
 Glenwood Springs, Colo., Jan. 16.—Twenty-three are known to be dead, at least four others are missing and are believed to be still in the ruins and from 30 to 40 are injured, some fatally, as a result of a head-on collision between westbound passenger train No. 6 and a double headed freight train one mile from Dotsero, 20 miles east of here, last night.

Among the identified dead are: John C. Davis, president of Davis-Braham company; Edward Gooding, Omaha, en route to San Francisco; Arthur Williams, Des Moines, Iowa; Mrs. L. G. Ezell, Williston, S. D.; Charles Mahon, Princeton, Ind.; Mrs. Arthur Williams, Des Moines, Iowa.

The Injured.
 Charles M. Williams, Denver; cut and bruised about head; internal injuries. T. B. Miller, Denver. Frederick Chandler, Denver. Phillip Peters, Denver, express messenger. Clyde E. McEwen, Denver, Pullman conductor. William D. Vinack, Denver; legs broken; B. fractured. Ohio. D. E. Robinson, Denver, cut about head.

Thomas Cadwell, Joliet, Ill., vice president of the Illinois Express company, will probably die. L. J. Ezell, Williston, S. D. Lillian Mahon, Princeton, Ind.; internal injuries. H. B. Schuler, chief of police, Covington, Ky. J. C. Martin, sergeant of police, Covington, Ky.; head and shoulders cut and bruised; will lose eyesight. W. H. Jefferson, engineer freight train; leg badly mangled.

Gus Olson, engineer, on passenger train; bruised, cut and scratched, head, face and body. D. N. Wheeler, Grand Junction, fireman on passenger; head and shoulders cut and bruised. Charles P. Manse, Rockland, Cal. cut and bruised. John Ross, laborer, Cleveland, Ohio. Thomas Elliott, Pendleton, Iowa. W. Adair, Haverhill, Mass. Mrs. C. B. Thompson, Brookings, S. D. W. M. Barber, Anthony, Kan. J. H. Hayden and child, Buffalo, Okla. Fred Johnson, Iowa Falls, Iowa. Mrs. Nellie J. Morton, Standish, Cal. Mrs. A. W. McCauley and child, Winnepeg, Man. W. C. Moxey, Los Angeles. Clarence Vassau, Middlebury, Vt.; may die. Aleris Rontoclanis, Fort Worth, Texas. Arlio Volopolla, Fort Worth, Texas. J. E. Thompson, Brookings, S. D. Mrs. J. E. Cannon, Twin Falls, Idaho. Harvey Mitchell, Salida; hip dislocated, cut and bruised. C. S. Bennett, Farmington, Wash.; bruised about head.

Engineer Blamed.
 At the headquarters of the Denver & Rio Grande in Denver, a statement was issued this afternoon holding the engineer of the passenger train responsible for the disaster. The statement said that the passenger train No. 6, which was eastbound freight train No. 66, Olson misread the time on his watch by just five minutes and he thought he could make a sliding about a mile and a half west of Dotsero. Instead he met the freight train, which was eastbound, going almost a mile a minute on a down grade.

Conductor Edward McCurdy, of the passenger train, realized that Engineer Olson had either forgotten his orders or was disobeying them as the train flashed by Dotsero and he jumped for the bell cord and signalled for an immediate stop.

Whether Engineer Olson paid any attention to this warning is not known, but in any event the train was running at such high speed that it would have been impossible to avert the collision no matter what steps had been taken to prevent it at that time.

Coroner J. C. Glavin of Red Cliff had been at the scene of the wreck all day investigating and it is more than likely that Olson will be held for murder by the jury he will summon to sit on the case.

Because of the mutilated condition of the bodies of the majority of the victims only four have been identified up to 6 o'clock tonight and the railroad officials say that a complete and official list may not be forthcoming for many hours. Some of the bodies:

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BACK TO IDAHO; \$20,000 BONDS
 Wisconsin Capitalists Will Be Tried on the Land Fraud Charge.