

RAILROAD EMPLOYS FIFTEEN MEN

WASHINGTON ROAD HAS SIX GENERAL OFFICERS AND ONE CONDUCTOR.

Spokane, Wash., Nov. 16.—Officer like a revolutionary army in Central America is the Southeastern Railway company, operating the shortest railroad in the state of Washington. In its statement for the year ended June 30, 1909, just filed with the state railway commission, it reports six general officers, one general clerk, one station agent, one engineer, one fireman, one conductor, three trackmen and a section foreman. The line is four and three-tenths miles in length and runs from Kangley to Camp Five junction.

The report shows that the clerks drew a salary of 68 cents a day, as against \$2.23 a day for the trackmen and \$2.97 for the conductor. The engineer worked 41 days during the year and the fireman put in 19 days, while the general officers report they worked 260 days. One general officer drew salary at the rate of \$1.66 a day. Under the heading calling for a report of "important changes during the year" the report says: "Mileage decreased nine-tenths of a mile by abandonment of line from Camp Five switch to end of track."

The total cost of the railway and equipment to June 30 last is reported at \$125,121, which includes \$4.82 for right of way and station grounds, and \$3.50 for stationery and printing. The road carried 228 tons of freight and no passengers. Its total revenue from operations was \$364, while the operating expense was \$2,985 and \$648 for taxes, making a loss of \$3,270 for the year, but this was cut down by the receipt of \$735 for rent of the company's locomotive to a logging company.

The company was organized September 13, 1906, and the directors are W. M. Ladd and Edward Cookingham of Portland, John Bagley, J. G. Dickson and E. M. Hayden of Tacoma.

The North Yakima & Valley Railway company, operating 14 miles of line between North Yakima and Naches, Wash., west of Spokane, carried 26,640 passengers and 18,432 tons of freight during the year ended June 30. The revenues amounted to \$38,150, while the operating expense was \$20,373, with taxes of \$1,012. The company has expended \$367,000 on construction and equipment on the line. Its net profit was \$13,360, or \$13,689 less than enough to pay the interest charges on the capital borrowed to build the line. Its equipment consists of one locomotive, two coaches and two freight cars.

The company was organized by farmers in the Yakima valley in 1905 with a capitalization of \$1,000,000, upon which not a penny has been paid into the treasury, nor has it a funded debt. The stated amount expended on construction does not include expenditures on the Moxee, Parker, Zillah, Cowichee and Abnahun branches, under construction. The main line and branches tap the commercial apple and fruit districts in the Yakima country, where the state government has three extensive irrigation plants.

OFFICIALS TO INSPECT INTERLOCKING PLANT

This morning the county commissioners, accompanied by official representatives of the Puget Sound and Northern Pacific railroads, will go to Huson. There they will inspect the interlocking plant placed where the Puget Sound crosses the right of way of the older road. This inspection is required by the state laws and the interlocker will be thrown into use at once, if the proper approval is given.

Yesterday the county officials made a trip to the poor farm. At the end of a long discussion it was announced that a number of minor improvements would be made, chiefly to the end of making the buildings warmer.

SWITCHMEN IN SESSION.

Wilkesbarre, Pa., Nov. 16.—The general committee of the Switchman's Union of North America met in final session here today. It is said final action will be taken on the wage question and that the railroad companies operating in New York and Pennsylvania will be asked to increase the pay of all switchmen from 25 to 35 cents an hour, eight hours to constitute a day's work. The ultimatum will be presented to the railroad officials on December 1.

ANOTHER STORM.

Duluth, Minn., Nov. 16.—At midnight a blizzard struck the head of the lakes district and winds reached hurricane velocity. A heavy snowfall continues. Traffic on railroads and in the city is delayed.

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HILL ROAD TO BUILD COUNTRY IS STILL SNOWBOUND BROWN WILL SHOOT FOR RECORD

NORTHERN PACIFIC PLANS NEW LINE IN WASHINGTON—PLANS ARE CLOSELY GUARDED.

Ellensburg, Wash., Nov. 16.—M. E. Nutting, assistant chief engineer of the Northern Pacific railway, has been in the valley since October 28 locating a line for the Northern Pacific cutoff between Ritzville and Ellensburg.

Such a line has been in the minds of the Northern Pacific officials since the road was first constructed, and with the construction of the Milwaukee and competition for freight and passenger business, the immediate building of the line is necessary. Such a line will cut off miles of track and hours from the running time, enabling the Northern Pacific to compete with the Milwaukee on even terms.

With a crew of engineers, Mr. Nutting has spent the last two weeks making a thorough study of the topography of the valley, looking over the lines which already have been run and getting matters into shape for construction, which is expected to begin in the spring.

The utmost secrecy has been observed. His railway mail does not carry the stamp of the originating point, and was delivered to him at the Northern Pacific offices in plain sealed envelopes. In an endeavor to keep his movements and plans quiet, the engineer has posed as a farmer seeking a location in the valley.

The proposed cutoff will leave the main line near Ritzville, parallel the Milwaukee lines through Adams and Grant counties, cross the Columbia river near Beverly, proceed through Hanson canyon into Badger Pocket, and join the main line of the Northern Pacific near Thrall.

RAILWAY COMMISSIONS IN ANNUAL SESSION

Washington, Nov. 16.—Uniformity of practice in matters pertaining to railroad administration is the keynote governing the work of the National Association of Railway Commissions, who began their 21st annual convention here today.

Many important matters are to be discussed, including amendments to the national law, uniform classification, rates and rate-making, car service, demurrage, railroad taxes and plans for ascertaining the fair value of railroad property, railway capitalization and delays incident to the enforcement of orders of railroad commissions.

CHAGRINED, GIRL SUICIDES.

Phoenix, Ariz., Nov. 16.—Connie German, 16 years old, daughter of Mrs. Taylor of this city, shot and killed herself today. She had disobeyed her mother by joining a tarantula hunting party. When she returned the mother threatened to call in a neighbor to hear her scolded.

FRANCIS THOME DEAD.

Paris, Nov. 16.—Francis Thome, composer, died today. He was born October 18, 1850.

LOCAL RAILROAD CONDITIONS IMPROVE, BUT THE STORM STILL PREVAILS.

While all trains from the east into Missoula were late yesterday, the service was better than on Monday and the worst of the Dakota storm seems to have passed. Passengers from the east say that the storm was a bad one, and all of them appeared glad to get back to warm weather again. The country is still in the grip of the storm, however, according to reports.

A telegram from Norfolk, Neb., yesterday said: A blanket of snow, from 8 to 10 inches deep on the level, covered all of Northern Nebraska, Southern South Dakota, the Black Hills and Northern Wyoming today.

All trains in this territory were late this morning, some several hours. The temperature is moderate.

A Sioux City report said: Eight inches of snow fell throughout this section of the state today. Railway and street car traffic is delayed.

A telegram from Salt Lake said yesterday: A temperature of six degrees below zero, the coldest reported from any point in the country, it is believed, was registered last night at Moleda, Utah, in the southwestern end of the state.

A dispatch from New Richmond says that a severe blizzard is raging in Northern Wisconsin today.

WATERWAY CHANNEL IN LOWER YELLOWSTONE

Washington, D. C., Nov. 16.—The reclamation service has awarded a contract to Henry Dore of Ridgeland for the excavation of 6,000 cubic yards of material for a waterway channel on the lower Yellowstone irrigation project, in Montana and North Dakota, at 19 1/2 cents per cubic yard.

Judge Witten, chief law clerk of the interior department, who conducted the land registration in the Flathead Indian reservation during the past summer and the other registrations in South Dakota and Washington, has returned today. Judge Witten looked fatigued from his hard work in the west, but said he enjoyed the work and that everything went smoothly in the registration and he was pleased with the registrations in every way. He was the recipient of congratulations from the department officials for his conduct of the registrations. The judge immediately waded into the work which had accumulated during his three months' absence.

CAPTAIN AMUNDSEN TO FIT OUT EXPEDITION

New York, Nov. 16.—Captain Roald Amundsen, discoverer of the north-west passage, who arrived today from Copenhagen, explained that his visit to America was to fit out an oceanographic expedition for the Norwegian government. The expedition will start the registration in every way. He said, from Christians in Nansen's old ship, the Fram, next July, and probably will cruise for five years.

The first year will be spent in the southern portion of the North Atlantic, studying currents, temperatures and the ocean bottom. Then the Fram will be navigated around the horn to the Pacific, probably fitting out in San Francisco for an Arctic trip.

ASSISTANT TRAINMASTER RETURNS FROM EAST TO TRY FOR CHAMPIONSHIP.

Back through snow and storm "Sunny Jim" Brown returned to Missoula yesterday, called by his friends to take up once more the fight for the Rocky Mountain division hunting championship, which was wrested from him in his absence by former Champion Bunney. Mr. Brown came through the blizzard in North Dakota on his homeward trip, and when he got off the train at Missoula he began to tan himself, despite the fact that every one here was apparently half-frozen. According to his reports Missoula is tropical when compared to the towns along the line east, and he claims the people of the Bitter Root fail to appreciate their mild climate.

The call of his friends was too much for Mr. Brown. The news of Chief Clerk Bunney's wonderful killing of washboilers was telegraphed to him in St. Paul, and as soon as he heard of it he took the next train home. Yesterday afternoon he began to clean up his artillery. According to the reports of his friends "Sunny Jim" is going to try and get 24 washboilers, Mr. Bunney's record being 23, but in a confidential interview yesterday he stated that he was confident of his ability to bag an even 50, and that he would try that just as soon as his rifles were in order.

SAW MUCH SERVICE.

Terre Haute, Ind., Nov. 16.—Colonel Charles Smith, 81 years old, who served in the Mexican war, and who was a member of the Lopez expedition to Cuba in the '50s, lieutenant colonel of the Thirty-first Indiana and colonel of the One Hundred and Fifty-sixth Indiana regiments in the civil war, died today.

DOWAGER EMPRESS BURIED.

Peking, Nov. 16.—The body of the late dowager empress of China, which was removed from the Forbidden City a week ago, was buried in the eastern tomb today. The construction of the imperial mausoleum buildings was begun in the vicinity of the Confucian examination halls in the imperial city.

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HIGH WATER DELAYS TRAFFIC

RAILROADS IN KANSAS ARE TIED UP AS A RESULT OF THE HEAVY RAINS.

Kansas City, Mo., Nov. 16.—Many rivers and smaller streams in eastern Kansas are higher than ever before at this season of the year because of the torments of rain during the last three days. Several small towns are flooded and the residents sought shelter on the highlands last night. The weather was cold and raw, causing much suffering.

The rain has been torrential all over the Missouri river valley. Railroad companies have suffered much damage.

A report from Topeka says: The Kansas river is stationary today and the weather bureau announces that the maximum stage has probably been reached. Reports from Manhattan and St. Marys also indicate that the flood danger is past.

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