

UNION PACIFIC'S GREATEST COUP How Harriman Outwits Vanderbilt.

Inside Story of Big Deal Whereby Former Secured Four Track Line.

Gov. Odell, Senator Depew and Other Prominent Men Figure in the Mammoth Transfer.

In an article headed "Why Vanderbilts Will Retire," the New York Inquirer endeavors to tell the "inside story of the sale of New York Central lines to the Harriman interests" and to account for the defection of Gov. Odell to the support of Depew. The story is rather sensational and reads as follows: A seat in the United States Senate was the "joker" in the deal between E. H. Harriman and William Rockefeller on the one side and W. K. Vanderbilt on the other, involving a change in the management of New York Central. Within a very short time W. K. Vanderbilt will "retire with honors" from the dictatorship of the Central railroad and Senator Chauncey M. Depew from the chairmanship of the board, giving way to men of the Union Pacific selection. Senator Depew figured as negotiator in this deal and his stake was decided to be the support of Depew for a long time back. Harriman and Rockefeller have been ambitious to take over formally the New York Central, in which they had a partial ownership interest than the Vanderbilts.

Diplomacy Won the Trick. The trouble was in making the change too suddenly and in a way to anger W. K. Vanderbilt and thereby alienate the entire Vanderbilt family. Any sudden and spectacular withdrawal of the Vanderbilts from New York Central would have had marked influence, the family prestige contributing not a little to the sentimental regard with which the property is held by the investing public. W. K. Vanderbilt was weary of official connection with the railroad system, but could see no way to step down without the surrender of dignity. Senator Depew, in his capacity as chairman of the board, was largely a figurehead and he, too, would have been glad to quit. His main object was to secure his re-election to the United States Senate suggested a solution of the Central problem. Through him an arrangement was effected whereby Mr. Vanderbilt disposed of his Central interests to Harriman and Rockefeller, one of the conditions being that the Vanderbilt family should have Odell into line for Depew. Mr. Harriman's influence with Odell is paramount and a hint from that quarter was sufficient to induce the executive to abandon the Black and turn the Odell controlled legislative votes over to Depew. Here for the first time in the history of the world Odell's desertion of Black and his Senatorial cause.

Reward for Odell. Where the Odell reward comes in remains to be seen. He has been slated for the presidency of one of the Harlan corporations and his name has been most frequently mentioned in connection with Southern Pacific and Pacific Mail. It is not a far cry to shift him to the presidency of New York Central or the chairmanship of its board of directors. In either of these positions he would have a goodly share of his political power, which is just now seemingly in jeopardy.

New York Central Fell Behind. W. K. Vanderbilt has paid comparatively little attention to the New York Central for the last four or five years. His long absences from New York have been regarded as a distinct detriment to the railroad, and he was left to take the initiative or to pursue policies absolutely essential to a continuance of the road's standing in the world of transportation, and particularly in reference to its business rivalry with Pennsylvania.

WALL STREET'S VIEW. Expert Opinion on Future of the Western Pacific.

Several years ago George J. Gould perfected plans to extend his railroads to the Atlantic and Pacific coasts. There is not only no reason for believing that Mr. Gould has abandoned this great undertaking, but there is plenty of evidence that he proposes to carry it out and that he hopes to be able within ten years to ride in a Pullman from the Atlantic to the Pacific coast over lines controlled by himself and his family. The plan of extending his railroads to the coast is a grand one, and it will strike important points in California and open up a great lumber and mining territory. The new road, it is predicted, will be better constructed than any road to the Pacific coast, and will have the advantage from the first of all the traffic that the coast can handle. Mr. Gould has been in close enough relations with the Harriman lines to be in the Union Pacific board, but there will not be any intimate connection with his road and the Southern or Union Pacific, although the fact that Mr. Gould remains in the Union Pacific board while he is paralleling the old Central Pacific line has caused comment in Western railroad circles. Mr. Gould's proposal to go to the Atlantic coast has been the bugbear of the railroad situation for several years. Many prominent capitalists and railroad men have endeavored to convince Mr. Gould that he adopted the wrong course in coming East, but they have not been able up to this time to change his mind or his tactics, though, notwithstanding the failure to impress him last summer, and on former occasions, they have not given up their notion that Mr. Gould can be brought into the great railroad family of the East. In railroad circles it is not believed that Mr. Gould will abandon his original plan. He is in a hurry, and by the expenditure of more money and time he will be able to get control of a certain share of tonnage of that district, but the construction of his lines and the development of the traffic will occupy years. That part of the line east of the Allegheny

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WRECK IN NEVADA. Overland Limited Leaves Track, but No Person Killed.

ODGEN, Jan. 24.—Southern Pacific passenger train No. 1, known as the Overland Limited, which left here at 1:55 p. m. yesterday, jumped the track at Kodak, four miles east of Lovelock, Nev., about 5 o'clock this morning, and eight of the ten cars composing the train left the rails. Reports from the scene of the wreck state that no one was seriously injured, although a number were badly bruised. There is a cut at the point at which the derailment occurred, and as No. 1 is occupying the cut it will be necessary to build a "shoofly" track around before trains can be operated. The Overland was making good speed when the accident occurred. The cause of the derailment is ascribed to the springing of a switch point, which caused the cars to climb the rails. While the passenger cars plowed into the soft earth the damage to them was slight. Shortly after the accident wrecking crews were sent out to Kodak from Sparks, west of the wreck, and from Carlin, east. It is estimated that it will require about ten hours to clear the right of way so that no trains will be able to pass. Westbound passenger trains will not be delayed by the derailment unless a longer time than ten hours is required to put the derailed coaches of the Limited on the track. No. 6, the Atlantic express from San Francisco, which arrived at the wreck at 11:30 p. m., is the only train delayed thus far.

YOAKUM COMES IN. To Be Elected to Directorate of Colorado Southern.

NEW YORK, Jan. 24.—B. F. Yoakum, who is a director in the Rock Island Railroad company and the St. Louis & San Francisco Railroad company will, according to the Herald, soon be elected a member of the Colorado & Southern directorate. The voting trust of the latter road will, it is expected, be dissolved this week. In connection with these reports it is understood, the Herald adds, that Mr. Yoakum has personally bought the Colorado Springs and Cripple Creek district railroad and that the road will soon be made an integral part of the Colorado & Southern railroad. The Short Line, which is the property of the owners of the principal mines in the Cripple Creek district runs a distance of forty-six miles from Colorado Springs to Cripple Creek. Branches and spurs bring the total up to seventy-five miles.

Harriman Wants Tonopah Road. The Philadelphia Ledger of a recent date says that E. H. Harriman of the Southern Pacific Railroad company has made a proposition to buy the Tonopah and Gold Butte Mining company. Failing in that he threatens to put in a new standard gauge railroad along the present road from Rhodes to Tonopah. The Tonopah company has the proposition under consideration but there is a zealous feeling among the officers that will probably result in a refusal to sell.

The Ledger, in its issue of Jan. 24, says that the Tonopah road is the best paying property in the United States. Its net income being \$60,000 from the Tonopah mine, and \$100,000 from the Rhodes mine. The company is receiving over 10 per cent a month on its investment.

Fireman Killed in Railroad Wreck. ALTON, Ill., Jan. 24.—A. G. Chaplin, fireman, was killed and several passengers were injured, some fatally, today in the wreck of an Illinois Terminal railroad train near here. A car containing thirty passengers turned over.

Railroad Notes. If Yoakum really gets the Colorado road he will make things hum.

Cigarette smoking is barred from D. & R. C. offices and among employees. The Oregon Short Line is rushing work on its Minidoka & Southwestern. Wages of section hands on the Rio Grande have been cut from \$1.25 to \$1.21 a day. What with knockers and spitters the life of some railroad men is being made miserable. The Tethyan Canal commission has ordered from the Chesapeake and Potomac Estuary a number of Goodwin patent steel dump cars.

The San Francisco Examiner says that President Barnhart of the Western Pacific is on his way home with definite instructions for the commencement of work. No opposition being shown the Santa Fe increased its common capital stock from \$102,000,000 to \$122,000,000. The money realized will be used in extensions, purchases and betterments. Good news concerning the Western Pacific comes out almost daily. It is worthy of attention that the papers from New York to San Francisco coincide on all points, not one varying an opinion that the road will not be built.

The bill permitting the use of a portion of the Government grounds in Washington for the purposes of the American Railway Appliance exhibit at the time of the International Railway congress next May, was signed by the President January 11. In Los Angeles it is stated that about February 1 Senator Clark and party will arrive in Salt Lake and with a number of people will make the first trip over the entire new line, but the Government will not take place until some weeks later.

The Santa Fe will begin the construction of the Boies cut-off and the Fresno Valley line to be improved. The two making a through line to which transcontinental traffic will be transferred. It is also stated that the company will have the first chance to buy the \$20,000,000 of stock. The Denver & Rio Grande has filed an amended charter in Colorado for the purpose of building two branches, one from Howard, Fremont county, Colorado, south to the mineral lands in the southwestern portion of the county, and the other from Sargents, Saguache county, south to the town of Sargents. It is reported that preliminary work on these branches has begun. General Agent R. F. Neslen of the Burlington yesterday received notice of the death in Chicago of Freight Traffic Manager Thomas Miller of that road. Prior to 1890 he was general freight agent of the B. & M. at Omaha and went to Chicago to become general freight agent of the B. & O. and was advanced to the freight traffic management a few years ago. He was considered one of the best traffic men in the country.

Consular Agent Resigns. MEXICO CITY, Jan. 24.—Edward D. Light, for many years United States Consular Agent at Guanajuato, has resigned on account of ill health and was given a farewell reception in that city. He will immediately start for his new home in California.

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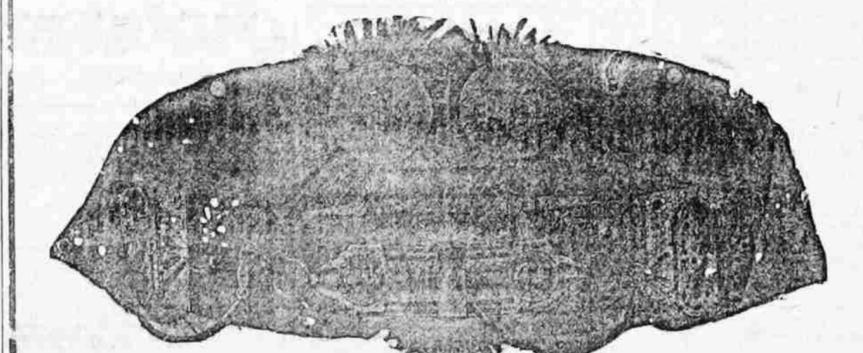
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OREGON SHORT LINE RAILROAD TIME TABLE In Effect Dec. 4, 1904. ARRIVE: From Ogden, Portland, Butte, San Francisco, Chicago, St. Louis, Omaha, and Denver 8:40 a.m. From Ogden and intermediate points 9:20 a.m. From Ogden, Cache Valley, and intermediate points 11:55 a.m. From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco 4:45 p.m. From Ogden, Cache Valley, St. Anthony, Portland and San Francisco 7:40 p.m. DEPART: For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis 7:00 a.m. For Ogden, Portland, St. Anthony, San Francisco and intermediate points 10:20 a.m. For Ogden, Omaha, Chicago, St. Louis and San Francisco 1:10 p.m. For Ogden, Cache Valley, Denver, Kansas City, Omaha, St. Louis and Chicago 5:45 p.m. For Ogden, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points 11:45 p.m. T. M. SCHUMACHER, Traffic Mgr. D. E. HURLEY, G. F. & T. A. SPENCER, Ticket Office, 204 Main Street, Telephone 220.

WORLD'S FAIR ROUTE MISSOURI PACIFIC RAILWAY ST. LOUIS 1904. COLORADO-UTAH SHORT LINE TO ST. LOUIS. Through car, Salt Lake City to St. Louis and Kansas City. Only one change to New York, Buffalo and principal points East—low rates for summer travel. Special attention to ladies and children. Tourist sleepers through to Chicago, Boston and other points without change. Two trains daily. Inquire at ticket office, 103 Dooly Block, Salt Lake City. Any information cheerfully given. H. C. FOWNSBEND, Ticket Office, 204 Main Street, St. Louis, Mo.

The Lagoon Road Salt Lake & Ogden Railway. Time Table in Effect Sept. 6, 1904. LEAVE SALT LAKE, 6:30 and 9 a. m., 2:30 and 5:30 p. m. LEAVE FARMINGTON AND LAUREL, 4:30 and 7:30 a. m., 1:30 and 4:30 p. m. Extra trains at 11 a. m. and 1:30 p. m. on Sundays and holidays. A. D. PIERSON, Gen'l Pass. Agt. J. B. BEAN, Excursion Agt. OFFICE, 161 MAIN ST.

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SALT LAKE ROUTE TIME TABLE. San Pedro, Los Angeles & Salt Lake R. R. Co. DEPART: From Oregon Short Line depot, Salt Lake City: For Provo, Lehi, Fairfield and Nephi, Mantua and points on Sanpete Valley Ry 8:00 a.m. For Garfield Beach, Tooele, Stockton, Mammoth, Eureka and Silver City 7:45 a.m. For Provo, American Fork, Lehi, Junb, Milford, Frisco, Calientes and intermediate points 6:05 p.m. ARRIVE: From Provo, American Fork, Lehi, Junb, Milford, Frisco, Calientes and intermediate points 9:45 a.m. From Provo, Lehi, Fairfield, Mercur and Sanpete Valley Ry. points 5:35 p.m. From Silver City, Mammoth, Eureka, Stockton, Tooele and Garfield Beach 5:35 p.m. Daily. Pullman Buffet Sleeping Car Service between Salt Lake, Milford, Modena and Calientes. Direct stage connections for all mining districts in southern Utah and Nevada. City Ticket Office, 201 Main Street. Telephone 250. E. W. GILLET, J. L. MOORE, Gen'l Pass. Agt. Dist. Pass. Agt.

DENVER & RIO GRANDE RAILROAD In Effect October 9, 1904. LEAVE SALT LAKE CITY. No. 10—For Heber, Provo and Marysville 3:00 a. m. No. 12—For Park City 3:15 a. m. No. 5—For Denver and East 3:30 a. m. No. 6—For Ogden and West 10:50 a. m. No. 7—For Ogden and West 1:45 p. m. No. 2—For Denver and East 3:15 p. m. No. 8—For Provo and Eureka 5:00 p. m. No. 11—For Ogden and local pts 6:05 p. m. No. 4—For Denver and East 8:35 p. m. No. 3—For Ogden and West 11:40 p. m. No. 13—For Bingham 8:10 a. m. No. 14—For Bingham 3:40 p. m. ARRIVE AT SALT LAKE CITY. No. 6—From Ogden and the East 8:40 a. m. No. 12—From Ogden and local points 10:25 a. m. No. 7—From Eureka and Provo 10:00 a. m. No. 5—From Denver and East 10:40 a. m. No. 1—From Denver and East 1:25 p. m. No. 2—From Ogden and West 3:05 p. m. No. 10—From Park City 5:15 p. m. No. 8—From Provo 5:00 p. m. Marysville 6:00 p. m. No. 4—From Ogden and the West 7:55 p. m. No. 2—From Denver and East 11:30 p. m. No. 13—From Bingham 10:50 a. m. No. 15—From Bingham 6:40 p. m. All trains except Nos. 1 to 6 stop at intermediate points. Ticket office, Dooly block. Phone 250. I. A. BENTON, G. A. P. D.

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