

E. H. HARRIMAN CONTROLS RAILWAY SYSTEMS OF THE WEST FROM DENVER TO THE COAST



Map showing railway systems controlled by E. H. Harriman, including routes from Denver to the coast through states like Oregon, Idaho, Nevada, Utah, and California.

COAST ROADS ARE HARRIMAN'S OWN

MAGNATE CONTROLS WESTERN SYSTEMS

With the Acquisition of Santa Fe Stock Great Financier May Claim Transportation Rights of Half the Continent

With the passing of a controlling interest of the Santa Fe railroad into the hands of Harriman and his associates, that magnate—E. H. Harriman—comes into full or partial control of all lines save one between the Rocky mountains and the Pacific ocean.

Local men who are interested in transportation affairs of the west are moved to admiration of Harriman by his slow but sure absorption of Pacific railroad systems.

With the exception of the Great Northern, J. J. Hill's road, Harriman has the Pacific coast lines in his grasp. Wreasting the Northern Pacific from Hill, consolidating the Union Pacific, Central Pacific and Oregon Short Lines, dividing honors in the Salt Lake management with W. A. Clark, and now by taking the lead in affairs of the Santa Fe, Harriman has practically no opposition.

Projected are the Western Pacific and the Denver & Northwestern Pacific, by which it is said George Gould hopes to reach the coast the Denver & Rio Grande completing the system.

C. M. Keys in the World's Work says of Harriman:

"Quiet, persistent, aggressive, subtle, he spread his empire into the north, pushing in the outposts of the Burlington, the Northern Pacific, and the Great Northern. Gradually the business of Wyoming, even the business of Montana and of Washington, paid toll more and more to the Harriman lines. Butte and Spokane, important feeders of the Hill roads, welcomed his lines and gave them business. He gathered traffic from all fields, competitive and non-competitive; made markets where no markets had been before; helped the Great Desert develop; nursed Portland and San Francisco into greater power. He made the Union Pacific; and the Union Pacific made him.

"The net result of Mr. Harriman's eight years' campaign is summarized by Mr. Keys in the following table, showing in concise form the mileage of the Pacific roads operated, directly or indirectly, under his influence, and the entire capitalization, stock and bonds, of the companies that own the mileage:

Table with 3 columns: Railroad, Miles, Capital. Lists various railroads and their respective mileages and capital values.

Total including the Oregon Short Line and the Oregon Railway & Navigation company lines, which give the Union Pacific the Portland route to San Francisco.

"This list does not include any lines east of Omaha either owned or controlled by the Harriman interests. Nor does it note his ownership of more than 50 per cent of the stock of the Pacific Mail Steamship company."

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STORAGE

TO LET—COLLEGE WAREHOUSE CO. Fire-proof open storage of separate locked rooms; experienced packers at one-third less than others. 415-17-13 SAN PEDRO ST. Main office, 22-24 S. MAIN. Phones: Home 334, Main 1117.

CITY OF SAN PEDRO GETS ACCESS TO ITS HARBOR

Los Angeles Business Men's Excursion Goes on Tour of Inspection Around the Bay

Special to The Herald.

SAN PEDRO, Feb. 18.—The opening of Fifth street to the water front ends a long and weary struggle between the city of San Pedro and the Southern Pacific Railroad company for a right of way to the bay. The town has been entirely cut off from access by tracks, switches and cars, and even lone pedestrians have been compelled to await a partial lapse of traffic in order to dodge across to the various wharves. The board of trustees eventually succeeded in acquiring an opening to the shipping, and after some compromise the corporation agreed to give the desired privilege. Now workmen are busy clearing the way, elevating the tracks and making a crossing over which teams and vehicles may pass.

The Crescent Wharf and Warehouse officials chartered the power schooner Santa Rosa Island for a cruise around the outer harbor and breakwater today. Invitations had been extended to a number of business men of Los Angeles and San Pedro, and many responded. Exchange of views regarding the commercial development of the port and a discussion of ways and means for the future progress of San Pedro was had. The visitors all expressed themselves as greatly pleased.

PITIFUL SALARY PAID TO BRITON'S HEAD ADMIRAL

Saves Country Millions and Gets Only Hundreds—Army Chiefs Some-what Better Paid

Special Cable to The Herald.

LONDON, Feb. 18.—Sir John Fisher, who has already proved himself, as first sea lord, one of the most useful servants of the state, is at the same time one of the most poorly paid in the first rank of public officials.

The man who practically by a stroke of his pen saved the country a direct expenditure on useless warships of £3,000,000 without impairing the strength of the navy, but rather increasing its efficiency, is paid in addition to admiralty pay at the rate of £1500 a year, with a house in Queen Anne street.

Experts are of the opinion that as a result of his reforms there will be a saving in the expenditure on national defense of at least £6,000,000 a year, and Vanity Fair points out that if a commission on naval savings were granted to the first sea lord he would be cheap at £50,000 a year.

Sir N. G. Lytton, who is supposed to occupy an analogous position at the war office, receives £2500 a year, but says Vanity Fair, "the army is in a muddle and the navy is stronger than it has ever been since the death of Nelson."

Lawyers and Ministers Do Better

Lord Selbourn, Sir John Fisher's official chief, draws £4500 a year and has the use of a house worth at least £600 or £700 a year. Mr. Gerald Balfour, president of the board of trade, receives £2000, and all the junior military members of the army council draw like amounts.

"A country that can afford to pay £19,921 7s 9d to the attorney general, who is also paid by security of tenure and by the promise of contingent employment in high judicial office, as well as by the grant of titles and distinction," concludes Vanity Fair, "can afford to pay Admiral Sir John Fisher more than £1500 a year."

London Truth asserts that "now, for the first time in centuries, England possesses, in Sir Edward Elger, at least one composer of international reputation."

BRITAIN'S ARMY SYSTEM SCORED

WAR OFFICE DECLARED TO BE IN CHAOTIC STATE

General Officer of Forty Years' Service Declares Present Defenselessness Is Likely to Become Permanent

Special Cable to The Herald.

LONDON, Feb. 18.—"Never for fifty years has England been in such a defenseless state as she is at the present moment."

In these remarkable words "a general officer of forty years' service" begins, in a letter to the Standard, a startling indictment of Great Britain's present army system after the accomplishments of the Escher reforms so warmly eulogized by the prime minister.

"This," continued the writer, "is not an overdrawn picture, but a series of absolute solid facts which I defy anybody to contradict. We are living in dangerous times, and the need for an adequate defense is greater than ever. This need is not being met; and whatever may be the consequences of this letter, I shall consider that in writing it I have done nothing but my duty."

NEWS OF WHITTIER

Shakespeare Section of Woman's Club Will Entertain

Special to The Herald.

WHITTIER, Feb. 18.—The Shakespeare section of the Woman's club has issued invitations for a "Forest of Arden" luncheon to be given at Hotel Greenleaf on Thursday, February 23, the guests being the members of the executive board of the organization.

Florence Gladys, infant daughter of Mrs. Grace Burdheart, died Thursday at 2 p. m. The funeral, conducted by Mrs. Esther Hiatt, took place yesterday at 2 p. m. from the family residence on South Comstock avenue.

A parlor meeting was held yesterday afternoon under the direction of Mrs. M. Townsend, chairman of parlor meetings of the W. C. T. U., at the home of Mrs. Ezra Davis, South Bright avenue. An interesting program was rendered, after which dainty refreshments were served.

Westmoreland Tract

George A. Fitch has bought in Clark & Bryan's Westmoreland tract, 1023 Arapahoe street, between Tenth and Eleventh street, a lot 60x150 feet, with a nice home thereon, for the sum of \$8500. Mr. Fitch is auditor of the Mitchell Mining company, where he has lived over twenty years, and says that he and his wife were especially attracted by the Westmoreland tract, in which he has bought, as stated above, for his home.

This makes fifty-two homes that have been erected in that attractive spot in the last fifteen months. This is said to be the largest record that any subdivision has ever attained in Los Angeles and means the expenditure of hundreds of thousands of dollars.

"We were promised that the first step toward reform of the army would be a final decision as to the purpose for which the army exists. The question has never been answered, and we all know that until it is answered no army reform is possible. Drafts for the Indian army cannot be found.

"Next year there will not be enough men to keep up the army in India to its strength. Nothing has been done

to decide on what basis India is to be treated. Instead of trying to improve the militia and volunteers, the present administration is reducing them in numbers just at a moment when we cannot afford the loss of a single man trained, even somewhat imperfectly, to the use of the rifle. The army council know that at this moment, with the army in its present chaotic state, a foreign power landing in the form of a raid, thirty or forty thousand good troops could cripple England almost beyond recovery.

"This," continued the writer, "is not an overdrawn picture, but a series of absolute solid facts which I defy anybody to contradict. We are living in dangerous times, and the need for an adequate defense is greater than ever. This need is not being met; and whatever may be the consequences of this letter, I shall consider that in writing it I have done nothing but my duty."

BATTLE WITH A STEER

From Harper's Weekly.

The great event at Cheyenne this year was the remarkable feat of "Will" Pickett, a negro hailing from Taylor, Tex., who gave his exhibition while twenty thousand people watched with wonder and admiration a mere man, unarmed and without a device or appliance of any kind, attack a fiery, wild-eyed and powerful steer and throw it by his teeth. With the aid of a helper Pickett chased the steer until he was in front of the grand stand. Then he jumped from the saddle and landed on the back of the animal, grasped its horns and brought it to a stop within a dozen feet. By a remarkable display of strength he twisted the steer's head until its nose pointed straight into the air, the animal bellowing with pain and its tongue protruding in its effort to secure air. A gain and again the negro was jerked from his feet and tossed into the air, but his grip on the horns never once loosened, and the steer failed in his efforts to gore him. Cowboys with their lariats rushed to Pickett's assistance, but the action of the combat was too rapid for them. Before help could be given Pickett, who had forced the steer's nose into the mud and shut off its wind, slipped and was tossed aside like a piece of paper. There was a scattering of cowboys as he jumped to his feet and ran for his horse. Taking the saddle without touching the stirrup, he ran the steer to a point opposite the judges' stand, again jumped onto its back and threw it. Twice was the negro lifted from his feet, but he held on with the tenacity of a bulldog. Suddenly Pickett dropped the steer's head and grasped the upper lip of the animal with his teeth, threw his arms wide apart, to show that he was not using his hands, and snuck slowly upon his back. The steer lost its footing and rolled upon its back, completely covering the negro's body with its own. The crowd was speechless with horror, many believing that the negro had been crushed; but a second later the steer rolled to its other side, and Pickett arose uninjured, bowing and smiling.

Reflections of a Bachelor

"A man can go on loving a good deal longer than he can go on making love. A man who thinks he understands women is just as likely as not to invest his money in a perpetual motion invention. A man doesn't want to give his photograph to a girl and pretend he does; a girl wants to and pretends she doesn't. It's awfully nice the way a girl's hand can seem to be getting away from yours, and yet all the time be snuggling in closer. A girl is never sure she was a success at a ball unless some man tries to get her off in a screened corner where she ought not to be.—New York Press.

RAVING MANIAC RUNS AMUCK

Charles Arbogast, 18 years of age, living at 818 Center street, caused a panic in the neighborhood of his home yesterday morning, when he became violently insane and dashed from his home to the street. Screaming and leaping about he tore his clothing from his body and chased

Excursion Every Tuesday

\$6.00 for Round Trip

Coachella

Good for 10 Days

COACHELLA VALLEY is in Riverside County, 130 miles from Los Angeles, on the Southern Pacific Railroad.

The "Canteloupes of Coachella"

Are becoming more widely known every day, and the demand of the Eastern market for this "matchless melon" is greater. In 1903 50 carloads of canteloupes were shipped; in 1904, 154 carloads.

The shipping season commenced the last of May, closed on the 19th of July, and the money was all collected and distributed to the growers before the middle of August. This same land was then used for the fall crop of corn and fodder.

ALFALFA is a valuable product and with an abundance of water—as there are a number of artesian wells—and climatic conditions most favorable for curing, the yield is very heavy. Space will not allow more than mentioning poultry raising, vegetables, dairy products, wheat and barley.

Land from \$30 to \$300 per Acre

10 ACRES OF LAND WILL REALIZE \$1000 A YEAR.

5 and 10-acre Tracts at \$200 per Acre

Small payments down and easy terms. Such tracts ought to yield \$150 per acre yearly. Land in other parts of the valley from \$10 to \$300 per acre.

Avail yourself of the opportunity—

Go on One of These

Tuesday Excursions

See the land for yourself, or write for booklets of information regarding Coachella Valley.

Rector Brothers Realty Company

COACHELLA, RIVERSIDE CO., CALIFORNIA

232 H. W. Hellman Building, Los Angeles, Cal.

WILL GROW ITS OWN TIES

Pennsylvania Railroad Prepares for the Needs of the Future

The Pennsylvania Railroad company has bought a large area of land in Maryland and Delaware, and is trying to buy more, for the purpose of growing trees for railroad ties. To be desirable, from the point of view of the company, land must be very cheap—\$6 to \$10 an acre—and adjacent to the railroad. Farm land is preferred to any other.

About three years ago the first step was taken in the matter of planting trees for the purpose of growing them for ties. A large tract of land was purchased near Altoona, Pa., and 25,000 trees were set out. Mr. William W. Mayer, agent of the real estate department, had charge of the work. The trees were very young locusts and spruces, and were bought at a nursery near Harrisburg, Pa. Shortly afterwards large tracts of land were bought and more trees set out until the number of trees in the ground was 250,000. The experiment became gradually a fixed policy, and Mr. Mayer was sent all over the lines of the railroad in Pennsylvania for the purpose of buying up suitable and available lands for tree growing.

Mr. Mayer now has several large tracts near Baltimore in view, and if they are purchased trees will probably be planted in early spring. In 1904, up to the present time, 600,000 trees have been planted. After planting it is estimated that a tree will be ready to be made into ties in about twenty years. The trees are usually planted about six or eight feet apart. Recently a very large tract of land was bought in Pennsylvania, near the Maryland line, and the company is pushing its efforts to extend its timberland well into Maryland and Delaware.—Baltimore News.

Minky a moon inherits 's fayerth's prode w'out inheritin' a single wad av' qualities that 's fayerth had a roight t' be proud av.—Baltimore American.

HOTEL ARRIVALS

ANGELUS—Mr. and Mrs. Evan A. Evans, Chicago; W. G. Shuller and wife, Miss Marion Shuller, New York; Mrs. Charles J. Elmer, Miss Elms, Chicago; J. S. Sullivan and wife, St. Louis; J. F. Hill and wife, Water Fairbank, Denver; C. F. Tolman, J. H. Black, New York; S. Grege and wife, L. S. Grege, Jr., East Highland; U. Grant Hubley, Pittsburg; John Offerman and wife, New York; W. W. Betts, Mrs. A. W. Wilson, Miss Beattie Wilson, Miss Helen Bailey, W. Hubbard and wife, San Francisco; Roscoe Howard, San Diego; E. R. Kreiger, Louisville, Ky.; Mr. and Mrs. J. H. McJannet, Chicago; Charles D. Hingman, Beale E. Postler, Columbus; Mr. and Mrs. J. H. McJannet, Omaha; Ernest T. Trigg, Chicago; Percy E. Hoge, Frankfort, Ky.; T. Glendening, Gordon A. Ramsay, Chicago; Law W. Hill, Omaha; W. W. Erkuth and wife, Boston; Mrs. Ed S. Merrield, Cleveland; Clara V. Archibald, San Francisco; G. Goldberg, New York; H. T. Chandler, Mrs. Gertrude Chandler Tucker, Cleveland; Mr. and Mrs. Ira Milliken, New York; E. G. Watrous, Chicago; A. T. Holman, Denver; D. C. Eichen and wife, Ogden; S. H. Burton and wife, Cincinnati; M. Loh, New York; F. W. Moss, Boston; N. W. Grove and wife, St. Louis.

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