

CHICAGO & ALTON DEAL

The Vanderbilts, Rockefellers and Goulds Join Forces.

ARE ALL INTERESTED

CONSTRUCTION OF ST. LOUIS & NORTH SHORE MAY STOP.

An Interesting Story About the Deal Between the Extra Train to Ogden—Union Pacific Stockholders Meeting Next Tuesday—Agent Doolittle Back From St. Louis.

New York, Jan. 4.—The Tribune says: An interesting story concerning the Rockefeller and the "Alton deal" is current in Wall street. The Rockefellers own a controlling interest in the Missouri, Kansas & Texas road, and both John D. and William Rockefeller are on the board of directors. The line extends from Galveston to St. Louis. Its earnings have not been of satisfactory size, and the best prospect of improving the property in that respect seemed to lie in securing for their railroad an outlet to Chicago. So awhile ago the Rockefellers entered a syndicate, of which Henry Dodge of Halliwell & Co., and Edward D. Adams were other members, to take over the St. Louis, Peoria & Northern road, which is already built for a distance of 100 miles beyond Peoria, Ill., and to construct about a hundred miles of road, to be known as the St. Louis & North Shore line. At East Chicago the line would connect with the Chicago, Milwaukee & St. Paul and the Chicago & North-western roads, over the tracks of one of which the trains of the Missouri, Kansas & Texas would be taken to the outskirts of Chicago. There connection would be made with the tracks of the Chicago Terminal Transfer company, which the Missouri, Kansas & Texas cars direct entrance into Chicago.

The syndicate organized also the "Alton" road, a company to build the "St. Louis & North Shore line," but no construction has yet been undertaken by it. By the building of this piece of road, and by the other arrangements outlined above, the Rockefellers would have been enabled to get their cars all the way to Chicago, where, among other advantages, the Missouri, Kansas & Texas would have a chance to carry grain to the gulf, and Mr. Adams, who is interested in the Chicago Terminal company, would have secured a good customer for truckage and terminal privileges from that company.

But a few weeks ago the Chicago & Alton road came into the market. The Alton is a well-equipped property, and the shortest line between Chicago and Galveston, 1,497 miles in length, is that over the tracks of the Chicago & Alton and the Missouri, Kansas & Texas roads affiliated with them. The Rockefellers entered the syndicate for the purchase of the Alton, the amount of their subscriptions being said to have been \$5,000,000. This arrangement was a satisfactory and immediate extension of their road from St. Louis to Chicago, which they naturally were not so anxious as they had been to complete the construction of the line from Peoria northward, and it is said that they have, within the last few days, withdrawn their interest in the Chicago & Alton road, but we do affirm that the Rockefellers are still interested in the St. Louis & North Shore line, and the construction of that line will go on just the same.

The Chicago & Alton, it is said, will after its purchase is effected, be managed by a syndicate of directors, representing the several interests participating in its acquisition. The syndicate was formed, it is understood, by E. H. Harrington, who has represented the Vanderbilts in the negotiations, and the Alton owners more especially the interests of the Union Pacific and the Illinois Central. The Vanderbilts will be interested in the Alton through their large holdings in the Union Pacific. If, not indeed, as it is reported, through the presence of the Michigan Central as one of the controlling group of railroads the Rockefellers will have a share in the conduct of the Alton, through Missouri, Kansas & Texas, and the Goulds will have a corresponding interest through their Missouri Pacific road. It is believed that the taking over of the Alton marks the first great financial interest in the Chicago & Alton road, and that the Vanderbilts, Rockefellers and Goulds—have joined forces in railway direction.

FRISCO BOYS BANQUETTED.

What "Have Something" Means Down In Texas.

General Agent Doolittle of the Frisco line has returned from a trip to St. Louis, where he went to attend the annual meeting of all the passenger and freight agents of the road. This reunion was a pleasing feature inaugurated by the Frisco road, which might be adopted with profit by other lines. The management believes a thorough acquaintance between all the agents is a very important element in the transaction of business, and perhaps it is true, in a measure, for this line has certainly been brought to the front and its representatives are hustlers.

On the evening of Dec. 26 the freight agents were banquetted at the St. Nicholas hotel, and a similar affair was ordered the passenger agents on the following night. Both banquets were, of course, given by the company, and there was much merriment about it. On the evening of the 29th a couple of Texas cattlemen came in and invited the boys downstairs.

"Have something" was the generous offer. "The railway men 'didn't do a thing," but the porter the next morning used a wheelbarrow to transfer the "empties" to the coalshed. So a St. Louis paper said.

NEW TRAIN FOR OGDEN.

Western Will Add Another Train Next Sunday.

Commencing next Sunday, the Rio Grande Western will put on an additional train to Ogden. This new train will leave Salt Lake at 12:30 p. m., and will connect at Ogden with the Southern Pacific for San Francisco. This train will carry the Denver sleepers for San Francisco which come into Salt Lake on No. 1 in the morning. Returning, the train will leave Ogden at 2:30 p. m., arriving here at 2:10. This will make three trains between Salt Lake and Ogden, instead of two, as heretofore.

This extra train was made necessary on account of the recent changes in the through schedule of both the Western and the Short Line.

U. P. STOCKHOLDERS MEETING.

To Be Held In This City On Next Tuesday.

Considerable interest is being manifested in the special meeting of Union Pacific stockholders to be held at the company's office here next Tuesday. President Durr and a number of other prominent railway men will be present, and it is also expected President Cor-

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A good-sized leather grip was packed full of documents required for the information of the legislature, as the law requires numerous auxiliary reports giving statistical and other data on all phases of the school work. Appended to the superintendent's report is the report of a school building, which calls attention to the various recommendations made by the superintendent, and also commends his work. The board in each instance makes the same recommendation as Mr. Metcalf.

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The entire cost of maintenance of the school for the past biennial period was \$52,857.57.

The appropriations asked for the coming year are:

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Literary books 500

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Ice house 250

Hospital 3,500

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