

NEWS FROM ALL THE ROADS

Is the Rock Island Road Trying to Secure Control of Santa Fe.

PROBLEM IS DEEP

Many Leading Railway Men Believe Deal Has Been Arranged.

Is the Rock Island seeking to acquire the management of the Santa Fe? That appears to be one of the latest and most interesting railroad rumors in the East.

A Chicago dispatch in discussing the report says:

"That the acquisition of control of the Santa Fe railroad is the purpose for which the proposed bond issue of \$250,000,000 by the Chicago, Rock Island & Pacific is intended, is the most sensational of the rumors that have become current since it became known that the meeting of the stockholders to decide as to the authorization of the issue had been decided upon.

"Many leading railway men here believe the scheme is being worked out, if it is not already arranged.

"The circular to the stockholders announcing the meeting was issued from the Chicago offices today. In its definition of the purposes for which the bond issue is to be made, the plan, if there be any such, is not revealed, but the terms of the document which refer to the purposes are broad and may be extensive enough to cover the proposed scheme.

"It was expected that the circular of notification to the stockholders at the meeting which is to be held in Davenport, Ia., October 8, would be very explicit in its statement as to the plan of refunding and other uses to which the money arising from the sale of the proposed bonds would be put.

"However, according to the rumor, the mortgage which is to secure the bonds is to contain a clause specifically authorizing the Rock Island management to buy and pay for Santa Fe stock out of the big fund thus to be raised.

"What lends more color to the rumors is the statement that the interests in control of the Rock Island have for a long time held a large amount of Santa Fe stocks and that this holding recently has been increased.

"This increase is said to have amounted to a doubling of the holdings of Santa Fe by the Rock Island interests during the recent decline in prices on the stock market."

Aspirants of Russell Harding, general manager of the Missouri Pacific and formerly general manager of the Great Northern, will appreciate the following from the New York Times:

"Russell Harding, known as one of the finest of the splendid corps of officials that George Gould has gathered about him for the administration of his railroads, believes that the business of a railroad official is running a railroad, not making stocks move. He was interviewed not long ago by a reporter who asked many questions about the railroad, and finished his series with this one:

"When do you think the stock will begin to move, Mr. Harding?"

"It's moving now," said the general manager. "We had several hundred cars a day into Kansas City. They complain that the conditions are not just right."

"I mean the securities—the stocks," interrupted the reporter.

"Mr. Harding smiled, but said disgustedly: 'I don't know anything about it. When we move stock out West it helps to pay Missouri Pacific dividends, but when we move it here it doesn't seem to help anything, except, perhaps, the Waldorf bar.'"

Joseph West, chief engineer of the Sumpter Valley road, is laying out a new town called Summit, at the present terminus of the line.

John P. Clizer, a former O. R. & N. freight conductor running out of Tekoa, has secured employment with the Northern Pacific at Missoula.

Alfred Whitney, son of the general passenger agent of the Great Northern, accompanied by Farrington Nelson, arrived in Spokane Sunday in a private car and will go to British Columbia on an outing trip.

Canadian Northern surveyors who were operating near White Whale lake, ostensibly on their way to the Yellowstone pass, have returned to Edmonton, and are running a line towards Athabasca landing, evidently on their way to the Pine river pass.

C. H. Jenks, superintendent of the northern division of the Great Northern, has been connected with that road longer than any other superintendent. He became a station agent of the road in 1869, and has spent 34 consecutive years in the service of the Great Northern.

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On sale August 14, 15 and 16. Returning good 30 days. For information and tickets call at or address City Ticket Office, at North Main street, W. R. Meech, C. P. & T. A.

Week Ending Excursions via Great Northern Railway.

Round trip Butte to Boulder, good going Saturday or Sunday, returning Sunday.....\$4.15
Round trip Butte to Boulder, good going and returning on Sunday.....1.00
Alhambra and return, good going Saturday or Sunday, returning Monday.....1.75
Ticket office, at North Main street, Butte, W. R. MEECH, C. P. & T. A.

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ENORMOUS SUMS MADE IN MINES

SOUTH AFRICA DIAMOND FIELDS HAVE PRODUCED TO DATE OF \$500,000,000.

Washington, Aug. 5.—One is inclined to believe the story that King Solomon's mines were located in South Africa, when it is known that the consolidated De Beers and Kimberley properties have produced \$500,000,000 worth of recent diamonds. The value of the output of the mines of this corporation last year was over \$20,000,000, despite the fact that the production of total carats was less than in the preceding year.

One of the main troubles that now confront the mine managers is the scarcity of labor. Attempts are being made to get men from Zululand and from Barotseland, in Rhodesia, but with little success and a good deal of expense.

Last year \$1,300,000 alone was expended in sending for natives, paying their railroad fares and feeding them on the journey to the mines. The natives have been spoiled by the high wages and good living provided by the military authorities during the war, and are slow to return to the former rates of pay.

Several new mines have been developed and promise to give rich yields, the Premier and the Bultfontein, but neither approaches to the famous Kimberley and De Beers mines. More than 150,000 loads of diamondiferous ground were taken out of the Bultfontein mine last year, yielding an average of one-fifth of a carat per load.

The Premier yielded nearly 2,000,000 loads, averaging one-third of a carat per load. The figures for the De Beers and Kimberley mines are given together and show that last year 1,499,000 carats were mined, valued at over \$17,000,000. This is a decrease of 25 per cent in the total output, but there was no decline in the value because of the advance in the price ordered by the syndicate. The yield of the new mines, the Premier and Bultfontein, added another \$3,000,000. The report states that there are now in sight in these mines more than 10,000,000 loads of payable material, so that there is no likelihood of an early decrease in the world's supply of diamonds.

The report tells of the largest and most valuable pile of diamonds ever brought together. It was at the De Beers mine, the directors of which were desirous to know the quantity of diamonds necessary to fill a certain measure. Diamonds of all kinds were put in just as mined, and it was thus calculated that a cubic meter of diamonds would weigh 11,677,000 carats and have an approximate value of about \$75,000,000.

TELLS OF RICH STRIKE MADE UP IN ALASKA

Tacoma, Wash., Aug. 5.—Harry R. Henderson, formerly prominent throughout Colorado, has arrived here with details of a fabulously rich placer discovery made last fall at the base of Mount McKinley, near the headwaters of Kuskokwim river.

Henderson declines to publish the exact location of the creeks where the gold is found so plentifully until he can take in machinery and secure the best locations. He will rush machinery down the Yukon, and thence over an 80-mile portage to Kuskokwim river, ascending it to the creeks on which the gold discovery was made.

Henderson says he found not only placer gold, but cinnabar, copper, coal and oil as well. He unhesitatingly declares he has made one of the most important strikes in the North. The poorest gravel found will run 70 cents per cubic yard.

Henderson is 52 years old, and was one of the first men in the famous Creede (Colo.) district, in which he made \$250,000 in three years. The wheel of fortune turned against him, and three years ago he went to Nome. His Kuskokwim strike was made last September.

In December Henderson traveled 200 miles over ice and snow to mail a letter to his partner here telling of the discovery.

The trip cost him the life of a valuable dog, whose death he mourned almost like a human being.

Only four other men know the location of Henderson's placers, all of them being in the district. When Henderson departed, April 1, they had taken out \$5,000 by hand robbing.

MINERAL PRODUCTION OF BRITISH COLUMBIA MINES

A report on the mineral production of British Columbia during the year 1902 has been made to the state department by United States Consul Smith at Victoria. The statistics given are taken from the official report of the provincial minister of mines, and show that for the first time

STRIKE ON LEONARD IN PONY DISTRICT

Pony, Aug. 5.—A strike of considerable magnitude has just been made on what is known as the Leonard group, in the Pony district, one of the groups.

During the past summer Mr. Leonard has been sinking an incline shaft with a force of five men aided by a "whip" over which Leonard himself was chief engineer.

About 10 days ago, near the bottom of the incline, 18 inches of very high-grade ore, galena and yellow iron, the best character of gold ore produced on the hill, which will average in carload lots about \$150 a ton, was uncovered, and a carload is already on the dump for shipment, the car now being loaded.

This strike was made on the west end line of the Leonard and further demonstrates the fact, if that were needed, that the great lodes cutting through Mineral hill are all true fissure veins.

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Corner Main and Park Streets, Butte.

Excursion Rates to Gregson Springs. Every Saturday hereafter, until further notice, the B. & P. Railway will make the following round-trip rates to Gregson Springs: Anaconda to Gregson and return.....\$2.00
Butte to Gregson and return.....\$2.00
Tickets good on all trains from noon Saturdays until noon Mondays.

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BUTTE SCHEDULE

WESTBOUND.

Trains	ARRIVE	DEPART.
No. 1—North Coast Limited.....	7:30 p.m.	7:40 p.m.
No. 5—Burlington Express.....	8:00 p.m.	8:10 p.m.
No. 7—Butte Root Express.....	8:30 p.m.	8:40 p.m.
No. 12—Twin City Express.....	11:30 a.m.	11:40 p.m.

EASTBOUND.

Trains	ARRIVE	DEPART.
No. 2—North Coast Limited.....	8:45 a.m.	8:55 a.m.
No. 6—Burlington Express.....	11:30 p.m.	11:40 p.m.
No. 8—Butte Root Local.....	1:40 p.m.	1:50 p.m.
No. 14—Twin City Express.....	12:45 p.m.	12:55 p.m.

No. 1—North Coast Limited, from St. Paul and Eastern points, to the Pacific coast.
No. 2—North Coast Limited, from the Pacific coast to St. Paul, Duluth and principal Eastern points.

No. 3—Burlington Express, from Kansas City and all B. & M. R. R. points, and all N. P. points west of Billings to Seattle and Tacoma.
No. 4—Burlington Express, from Kansas City and all B. & M. R. R. points, and all N. P. points west of Billings to Seattle and Tacoma.

No. 5—Butte Root Local, starts from Butte for Missoula, Hamilton and all intermediate points.
No. 6—Butte Root Local, from Hamilton and Phillipsburg.

No. 7—Local connection from Twin City Express from St. Paul and all Eastern points.
No. 8—Local connection with Twin City Express from St. Paul and all Eastern points.

Passengers for Twin Bridges, Sheridan, Alder, Pony and Norris branches leave Butte on No. 14, and arrive in Butte from these points on No. 12. Trains on these branches do not run Sundays.

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For further information apply to J. P. Elmer, General Passenger Agent, Chicago, Ill.

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For St. Paul, East and West, daily.....8:00 p.m.
ARRIVE BUTTE. From St. Paul, East and West, daily.....11:45 a.m.

From St. Paul, East and West, daily.....11:45 p.m.
FULL INFORMATION FROM City Ticket Office, No. 41 North Main Street, Butte. W. R. MEECH, C. P. and T. A.

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No. 9.....6:40 p.m. No. 8.....4:45 p.m.
No. 7.....2:45 a.m. No. 10.....2:05 a.m.

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