

## SURVEYS FINISHED FOR RANDLETT EXTENSION

Utah Railroad Plans to Build 65 Miles of Road Through Rich Gilsonite Country.

An extension to cost \$1,750,000, to connect the town of Dragon, Utah, the present northwestern terminus of the Utah railroad, with Randlett, a town in Utah 25 miles from Dragon and 10 miles from Fort Duchesne, is the latest plan in railroading in Utah for the year 1909. In reality the Utah road is a branch of the Denver & Rio Grande, and extends from Mack, Colorado, a distance of 55 miles northwesterly to Dragon, in Utah. The line was originally built to handle the freight carrying business for the immense gilsonite deposits of the region through which it passes, and the success attending the initiation of the line encouraged the building of the extension through the rich region of Vernal, Utah, is the center in the production of live stock, fruit, and general products of farm and ranch.

The Utah road was built about six years ago by men in control of the St. Louis Gilsonite company, said to be a branch of the Barber Asphalt company of Philadelphia, which holds an immense acreage in the gilsonite fields both inside and outside the limits of the railroad.

Since it has been completed for the new line, which extends through a country of great scenic beauty, the route to be followed from Dragon extends up through the valley of Asphalt creek and the White river, touching at Thornbury and Ouray, thence over the mountains into the valley of the Duchesne to Randlett. The survey runs up a few miles of Vernal, and will doubtless veer around to take in the town which is the distributing center of a vast extent of agricultural and mineral territory.

The officers of the Utah railroad are as follows: J. M. Mack, president, Philadelphia; A. W. Sewell, vice president, Philadelphia; G. O. Baxter, vice president, St. Louis, Mo.; I. Atkinson, treasurer, Philadelphia; M. W. Cooley, general manager, Mack, Colorado, and E. A. Grove, superintendent, Mack, Colorado.

**Did Not Affect U. P.**

New York, Dec. 10.—A special to the Gazette from Quincy, Calif., says that workmen this morning broke through the remaining walls of the new Western Pacific tunnel connecting the north and

the south.

Great Northern preferred holdings have decreased \$9,072,360.

Illinois Central increased \$1,500,000, and Northern Pacific decreased \$4,040,000.

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the gross revenues of the Union Pacific and its auxiliaries was of only thirty-five one-hundredths of 1 per cent, according to a statement in President E. H. Harriman's annual report, which was made public today. From Jan. 1 until the close of the fiscal year on June 30, 1908, there was a decrease of \$4,125,018, but as there was an increase of \$3,855,645 in the gross revenue during the first half of the year there was a shrinkage in the year's gross revenue of only \$269,373. A remarkable difference in the cost of the operation in the first and second halves of the year is shown. Against the increase in gross revenues during the first six months there was a decrease of \$1,045,357 in operating expenses, while to partly offset the decreases during the six months ending June 30, the operating expenses were reduced \$3,452,582.

Mr. Harriman says the increase in expenses during the first half-year resulted from the expenses incident to the greater amount of traffic moved, which in the preceding year "had already reached proportions where it exceeded the limit of handling it economically, from the greater cost of fuel and other expenses of the higher wage schedules and taxes, the expenses of rebuilding its bridges and restoring to its former standard the roadway damaged by the disastrous floods and heavy snowstorms of the spring of 1907."

The gross operating revenues for the year amounted to \$76,039,224, a decrease of \$269,373, as compared with the previous year. After the payment of all fixed charges there remained a surplus for the year of \$19,699,708, a decrease of \$5,000,000. The income from other than transportation services during the year amounted to \$16,019,891, an increase of \$4,549,560, leaving a total surplus for the year after payment of dividends of \$455,133, as compared with the preceding year.

In the table of assets and liabilities is a statement of demand loans of the Southern Pacific company to the amount of \$45,376,389, which compares with \$3,000,000 the year before.

The value of investment stocks owned is shown a decrease of \$2,350,000 in St. Paul common stock, replaced by an increase of as much in subscriptions and mineral territory.

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