

HARRIMAN AND THE SOUTHERN PACIFIC

Railroad Wizard Has Duplicated Success of Union Pacific.

GREAT INCREASE IS SHOWN.

Extensive Areas Opened Up by Road—Possibilities of Irrigation—Something of the Mexican Lines.

When in 1885 it was announced that E. H. Harriman, of New York, had acquired possession of the Union Pacific, railroad men of the west inquired "Who is he?" The entrance into the western railroad field of the "wizard" was without blare of trumpets. He was almost entirely unknown. The old bulk of a railroad which had fallen into his hands had been in the hands of a receiver for some time, and his roadbed and equipment were pretty well run down at the heel. What Harriman did with the Union Pacific is well known; there is no more profitable or better conducted railroad property in the United States.

Only a degree less conspicuous than the rise of Union Pacific has been the tremendous advance of the Southern Pacific system. This was foretold when the Southern Pacific property was acquired by the Harriman interests in 1901, but it is doubtful if the most far-sighted realized at that time the vast strides that would be made in the up-building of the property within the ensuing decade. Nor was anyone, with the possible exception of Mr. Harriman himself, able to judge of the wonderful possibilities of the territory that the Southern Pacific serves.

From its Northwestern terminus at Portland, the Southern Pacific system sweeps through California and then eastward through Arizona, a corner of New Mexico, and the breadth of Texas to New Orleans—this without taking into account the very important lines from Salt Lake City to San Francisco, and the Mexican lines now being rapidly extended. From Galveston and New Orleans run the magnificent fleet of Southern Pacific steamers to New York and other ports. Including the lines operated and owned which make up the Southern Pacific system proper, we have here 9,894 miles of main track, 220 miles of second track, 3,650 miles of sidings, 10,000 miles of ferries, and 4,895 miles of water lines, the greatest rail transportation system in existence with the single exception of the Pennsylvania.

SURPLUS INCREASES.

In seven years of Harriman management, a surplus too small for the payment of dividends was turned into a surplus of nearly \$15,000,000 after payment of \$12,157,000 in dividends. The expenditure of \$146,000,000 in improvements of the Southern Pacific lines under the Harriman regime is a fact that suggests the magnification. The practical gain from these expenditures is shown in the fact that the Southern Pacific last year carried one mile nearly 1,500,000 tons of freight more than it carried in 1901. This, of course, would have been an entirely impossible feat unless the money laid out in improvements had been spent wisely, as we freely and justly are inclined to accord by a high order of intelligence in management and operation.

There is no more impressive demonstration of this than the figures for the seven months ending Jan. 31 of this year. For these months, although gross revenue as compared to 1908 decreased by \$6,000,000, the revenue after operating expenses and taxes actually increased nearly \$4,000,000. There is no better test of efficiency of management than this. The actual figures are as follows:

SEVEN MONTHS ENDING JAN. 31.

Average miles of road operated in 1908, 9,898.03; in 1909, 9,472.93; increase, 125.10.
Gross revenue 1909, \$71,583,750.56; 1908, \$77,716,775.93; decrease, \$6,133,025.37.
Operating expenses, 1909, \$44,299,479.00; 1908, \$44,198,191.98; decrease, \$9,887,287.02.
Taxes, 1909, \$2,152,284.12; 1908, \$2,141,904.75; decrease, \$10,383.37.
Total expenses and taxes, 1909, \$46,451,763.12; 1908, \$46,340,096.72; decrease, \$111,666.40.
Revenue over operating expenses and taxes, 1909, \$25,131,987.44; 1908, \$21,476,882.23; increase, \$3,655,105.21.
As to the future possibilities of Southern Pacific, the point is long passed when there can be any doubt as to the worth of the property as now equipped and operated. That may be taken as a demonstrated fact. The factor remaining to be realized is the future of

DYSPEPSIA

"Having taken your wonderful 'Cascarets' for three months, I am being entirely cured of stomach catarrh and dyspepsia. I think a word of praise is due to 'Cascarets' for their wonderful composition. I have taken numerous other so-called remedies but without avail, and I find that Cascarets relieve more in a day than I could the others in a week."
J. M. Mercer St., Jersey City, N. J.

Placeast, Palatable, Pector, Taste Good. Do Good. Never Sickens Weakens or Girds. The Best. Never sold in bulk. The genuine tablet stamped with "C. C. C." Guaranteed to cure or your money back.

108 Mercer St., Jersey City, N. J.

Half Price Book Sale

Now On

FOR TEN DAYS COMMENCING APRIL 1ST we will have a large assortment of miscellaneous books to offer for one-half the original price. They consist of Standard Literature, Fiction, History, Travel, Educational works, Text Books, Bibles and Home Publications. This cut in prices puts them far below actual cost. Ask to see our BARGAIN BOOK TABLE.

Deseret News Book Store

Leading Book Store
6 Main St. Salt Lake City.

REV. J. G. DUKES TO USE PERUNA.

Writes: My wife has been in a very bad state of health. Nothing seemed to do her any good until she began to use Peruna.



MRS. J. G. DUKES.

Rev. J. G. Dukes, Pastor of the Unitarian Church of Pinetown, N. C., writes:

"My wife has been in a very bad state of health for several years, and nothing seemed to do her any good until she began to use Peruna one month ago. Since then the color has returned to her face, and she is gaining in flesh every day, and I believe she is a well woman to-day."

"My little boy, ten years old, was pale and had but little life. He began to use Peruna the day his mother began. To-day his face is rosy, and he is out in the yard running and jumping with the rest of the children."

Stomach Trouble Relieved.

Mrs. T. J. Ballard, Pryor Creek, Indian Territory, writes: "I am happy to tell you that I keep free from my old stomach trouble; feel no catarrhal symptoms at all. I am able to do my work, eat and drink what I want, and rejoice that I found a sure cure in your valuable medicine, which I failed to find in the best of home physicians."

the territory traversed by the Southern Pacific lines.

THE IRRIGATION AGE.

In the minds of many, a large part of the Southern Pacific territory exists merely as a mental vision of semi-arid waste, sparsely populated and largely undeveloped. This, to a large extent, was a fact in the days of Huntington, but it is not true of this country in the Harriman era.

Irrigation is changing vast areas within its territory; the cattle man is giving way to the farmer—one ranch becoming the homes of hundreds of settlers. Where formerly the traffic of the Southern Pacific was largely composed of low class business, the percentage of freight of higher grades is steadily increasing. It is, furthermore, a mistake to suppose the Southern Pacific holds upon California traffic and be seriously disturbed by the entrance of rival lines. The Southern Pacific is there, and has been there for a generation. Its lines permeate the industries of the state; its advantages in San Francisco are comparable and probably superior to the advantages of the Pennsylvania in Pittsburgh.

As little danger, if any, may be anticipated from the outburst of pending litigation whereby it is sought to destroy the relation now existing between the Union Pacific and Southern Pacific systems, the value of the Southern Pacific's right of way, equipment and territory in its field, and the advance and intensification of its traffic, cannot be destroyed or by any means taken away from Southern Pacific shareholders. The worst that could happen would be less efficient management and less advantageous traffic arrangements than those now existing. But even these possibilities are hardly to be regarded as dangers sufficiently imminent to be considered by the most careful investor. How great a factor in the future transformation of Southern Pacific territory is shown by an examination of the government's work in this field, and without taking account of many private projects.

In the neighborhood of Yuma, on the Colorado river, 100,000 acres, partly in Arizona and partly in California, will be served by the canal, on which rapid reclamation is being carried out. The profitable cultivation of this soil has heretofore been impossible owing to the destructive floods of the Gila river. Now this section is ready for the settler. In the same neighborhood the lands saved from destruction by the Southern Pacific's success in closing the breach in the Colorado are yielding phenomenal crops.

With Phoenix, Arizona, as a center, vast irrigation work covering 200,000 acres is being carried out. Here, also, is the climate of oranges and other fruits of many kinds, and the far-sighted settlers who are taking up land in this region are creating a well organized and highly developed community.

TRUCKEE-CARSON PROJECT.

On the Truckee-Carson project in Nevada, the government is spending \$50,000,000 on the reclamation of 350,000 acres. This is on the Ogden route across the Southern Pacific. From the branch line between Haagen and Fallon has been built diagonally across the newly irrigated area. Further north, the further line between California and Oregon, is the Klamath project, which will eventually run from Wheel, California, to Natron, Oregon, and become the main line of the project in this territory in place of the present Shasta route. Nearly 250,000 acres of a fertile soil will be affected by the irrigation work now being carried out.

ELECTRIFICATION PROJECT.

The electrification of the Southern Pacific's Oakland and Alameda suburban lines is an undertaking commensurate in extent to the electrifying of the New York Central's terminal district in New York. After the fire and earthquakes, the Company's bay ferries carried 2,000,000 passengers a month or almost double the average before the April disaster. Electrifying the connecting shore lines seemed to be the only solution of the problem of transporting this enormous number of people, and the work will be pushed to completion as rapidly as possible. Electricity will also be the solution of the problem of how to improve the crossing of the Sierra. North of San Francisco the most important improvement is the new line begun at Natron and running south to meet the California North Eastern line at Klamath Falls. These two roads will give the Southern Pacific an entirely new route for half the distance between San Francisco and Portland, save 40 miles in length of haul

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PERMISSION IS REQUIRED.

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Senator Reed Smoot made inquiry of the department of the interior regarding whether or not prospectors would be permitted to enter upon lands set apart for the Kaibab and Plate Indians, in San Juan county, to which the following answer was received:

Department of the Interior, Washington.

United States Senate.

Sir:—I am in receipt of your letter of Feb. 8, 1909, enclosing a petition signed by a large number of citizens of San Juan county, Utah, concerning certain lands in the southeastern part of the state of Utah set aside by order of the department of May 25, 1908, for the use of the Kaibab and San Juan Plate Indians. The petitioners ask that miners be given the privilege of going upon these lands for the purpose of prospecting for oil, gold, silver, copper and other minerals known to exist therein, and that in the event any such minerals are found the lands containing them be made subject to appropriation under the United States mining laws.

The Indian office has written you a letter giving a history of the setting aside of these lands. Under the order setting the lands aside no location can be made thereon, but any valid mining rights which may have existed prior to the issuance of the order are in no manner impaired.

The Indian office believes that prospectors could be permitted to go upon the withdrawn lands under a permit to be issued by that office or the department of the interior.

Very respectfully,
R. A. BALLINGER,
Secretary.

(Signed) J. J. STEWART EXONERATED.

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W. P. Mertens, Denver Colo.; Anna C. Hansen, Sioux City, Ia.
Marinus Johnson and Elizabeth Hansen, New York, N. Y.
Horatio E. Jones and Evelyn Benney, Salt Lake.

Owen O. Peterson, Sanford, Colo.; Ruth E. Shawcroft, Richmond, Colo.
Alva D. Mahan and Sarah H. H. Jensen, Menasha, Colo.
W. C. Clure, Minneapolis, Minn.; Jennie Hall, Salina, Utah.
Joseph Watson and Ellen Britton, Salt Lake.

W. J. McFadden, Spokane, Wash.; Gertrude Lund, Lago, Ida.
A. H. Smith, Snowflake, Navajo county, Ariz.; Pauline Uddell, St. Johns, Apache county, Ariz.

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