

## EXTENSION FOR MACKAY BRANCH

Thunder Mountain Riches Bring  
New Railroad Building.

PROF. E. H. MEAD REPORTS.

Arrived From Idaho This Morning.  
Bringing Samples and Data For  
O. S. L. Officials.

Some time ago the Oregon Short Line sent Prof. E. H. Mead and a party up into the Thunder Mountain mining country in Idaho to make report upon rumors of valuable ore deposits there. Prof. Mead returned this morning and immediately sought a conference with officials of the railway. He took to the office at General Passenger Agent Burley 15 pounds of ore samples extracted from the Thunder Mountain ground and was closeted with General Manager Hancock and Mr. Bailey for a considerable time. The professor's report was highly favorable to the country which he had visited and there now remains no doubt but the Salmon River branch of the Short Line will be extended so as to tap the rich mineral deposits to be found on Thunder Mountain. While no definite extension news is given out, it is said that the direction of the line would indicate that Mackay will not long continue to be the terminus of the line running northwest from Blackfoot.

From observations made by Prof. Mead the Thunder Mountain country must eventually be developed as a valuable source of mineral wealth.

HILL IS PRESIDENT.

Said to Have Been Elected Yesterday by Securities Company.

James J. Hill, president of the Great Northern, was yesterday elected president of the Pacific Securities company, the new \$400,000 corporation through the medium of which the Northern railroad line will be disposed of, says the New York Times today.

The board of directors of the new company also were elected as follows: John S. Kennedy, D. Willis James, Samuel Thorne, James J. Hill, E. T. Nichols, Joseph Baker, Robert Bacon, George R. Perkins, David S. Lamont, E. H. Harriman, James H. Schiff, James Sullivan, W. H. Clough, George A. Clark and N. Terhune.

Of these men six may be considered as representatives of the Great Northern interests, three represent the interests of J. P. Morgan & Co., and three more stand for the Harriman interests. The new company is organized to acquire the Northern Pacific railroad and the remaining director, Samuel Thorne, who was president of the Pennsylvania coal company, which now belongs to the Pennsylvania railroad, is regarded as representing eastern interests.

"It was the intention," said a member of the Harriman side, "to formulate an agreement under which all the interests instead of being separate direct, control be molded into one in order to secure an absolutely harmonious co-operation and unity of purpose. With this object in view every possible consideration was given not only to the interests of the company but also to those of territory and traffic."

As a result, an agreement has been reached which carries the idea of unity of interest to the most advanced point which yet has been reached in this line of railroad management over any that has ever been advocated.

"Some people have made the point that the government of the United States should take over all the railroads after they have been brought as closely together as possible. For our part, we would be willing to turn over to the government the securities of all the railroads we control on the same terms as those on which the government now buys its own bonds."

No details of the settlement, it was said, have been worked out in connection with any other than those directly concerned in the agreement. These roads were the Union Pacific, the Northern Pacific, the Great Northern, the Burlington and the Southern Pacific, which is controlled by the Union Pacific. It was intimated by one of the parties to the compact for peace that other properties might be taken later.

The Mail and Express says of the situation:

"In some way, not yet made known, it is believed that the Chicago & Northwestern and Chicago, Milwaukee & St. Paul railroads are to be included in the present deal or a subsequent one, whereby all the western roads will be welded together in a harmonious community of interest which shall prevent the demoralization of rates and prevent the contest for control such as occurred last summer."

"It is further said that the territory west of Chicago is to be divided in such way that competition will in a great measure be avoided on any except the low income lines, and there will be a large increase in net earnings for all concerned."

ELECTION CONFIRMED.

Directors of New Securities Company Say It's All Right.

The directors of the Northern Securities company met at New York today and confirmed the election of the following officers:

President, James J. Hill; first vice president, John S. Kennedy; second vice president, George E. Baker; third vice president, D. Willis James; fourth vice president, W. B. Clough; secretary and treasurer, W. J. Nichols; general counsel, W. P. Clough; executive committee, the president ex-officio, chairman; John S. Kennedy, George E. Baker, D. Willis James, E. H. Harriman and W. B. Clough. It was announced in addition to the confirmation of the election of officers only the business of a routine nature was disposed of.

To Reduce Time.

Following the action of the Northwestern, other Chicago-Omaha lines are preparing to materially reduce the running time of their fast trains between the two cities. It is likely that by the new winter passenger trains on the Rock Island, the Burlington, the Illinois Central and the St. Paul will be making the run in twelve hours or under. The present time is thirteen hours and twenty minutes.

SPICE AND RAIL.

The winter schedule went into effect on the New York Central on Nov. 2. Nov. 27 is the date fixed for the meeting of stockholders of the Central Pacific.

The Salmon River branch by this time next year.

Over 400 new passenger cars have been ordered by the Chicago Great Western.

A new depot building at Austin, Texas, is in contemplation by the Houston & Texas Central.

It is expected that the personnel of the Burlington's directorate will be named tomorrow, to which date the stockholders' meeting was adjourned.

A week from today there will be a lot of traveling passenger agents in Salt Lake. They will be returning members of the Los Angeles convention.

An order for 40,000 tons of steel rails has been placed by the Wabash and the Illinois Central has let a contract for 50,000. All of the steel will weigh 80 lbs. to the yard.

Fourteen thousand steel freight cars constitute a big order, but that is what the Pennsylvania is giving out. Bids have been solicited and work has begun on several batches.

The force of men at work on the new railroad between Cadiz and Grassy, Ky., has reached a point within two miles of Grassy, where it will connect with both the Illinois Central and the Louisville & Nashville Princeton division.

E. F. Swinney and Stuart R. Knott of Kansas City, receivers for the Union Pacific & Suburban Belt railroads, have authorized the expenditure of nearly \$200,000 for five new steel bridges. The largest will span the Kaw river near the mouth of the stream and will cost about \$100,000.

The Kiowa, Chickasha & Fort Smith road is to be constructed jointly by the Santa Fe and Rock Island roads, from Chickasha to Pauls Valley, I. T., a distance of 43.43 miles. The Santa Fe will build from Pauls Valley to Erin Springs, 25.4 miles, and the Rock Island will build from Erin Springs to Chickasha.

On Sunday a new passenger train schedule of the Jersey Central goes into effect. It will provide for a new fast vestibule train between Philadelphia and Scranton, the distance between the two points to be covered in 4.5 hours. The best time at present over the Reading and Jersey Central is five hours.

Los Angeles Express: Seventy-five cars loaded with steel rails for the new Santa Fe, Los Angeles and Salt Lake line, are on the way here, and a hundred cars will be loaded for shipment to the coast by the end of the month.

On the material having been closed, the Illinois Steel company is turning out the rails, which weigh seventy-five pounds to the foot. The material is contracted for and delivered, will construct about two hundred miles of road.

HINES GIVES FIGURES.

Says the Pressure Was Not Low During State Street Fire.

Water Superintendent Frank Hines questions the accuracy of the report of the fire department that the water pressure was low during the State street fire and presents figures to refute the statements made. He says that the alarm sounded at 10:45. He had ascertained, just fifteen minutes before, that there was fifty pounds pressure and had directed the capitol hill reservoir to be turned into the lower system. Mr. Hines says this was done in three or four minutes and when he heard the alarm he immediately had the high-level system turned into the State street mains.

Continuing, he says:

"This was done at 10:50. At 11:15 the middle system was diverted to the fire supply. All this time the water pressure was being supplied from Parley's canyon. Thus the entire water system of the city was upon the fire after 11:15. The pressure, as shown by the gauge placed across the street from the fire with the engines pumping against it, was at 10:55 fifty-five pounds; at 11:05, sixty-five pounds; 11:25, seventy pounds; 11:45, ninety-five pounds. At 11:55 the pressure was 115 pounds. At 12:05 it was 115 pounds and 12:25, seventy pounds. At 12:45, fifty-five pounds. At 1:05, sixty-five pounds. At 1:25, seventy pounds. At 1:45, ninety-five pounds. At 2:05, 115 pounds. At 2:25, 115 pounds. At 2:45, 115 pounds. At 3:05, 115 pounds. At 3:25, 115 pounds. At 3:45, 115 pounds. At 4:05, 115 pounds. At 4:25, 115 pounds. At 4:45, 115 pounds. At 5:05, 115 pounds. At 5:25, 115 pounds. At 5:45, 115 pounds. At 6:05, 115 pounds. At 6:25, 115 pounds. At 6:45, 115 pounds. At 7:05, 115 pounds. 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