

TRUTH AND LIBERTY.

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FIFTY-FOURTH YEAR.

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Reorganization OF THE Harriman Railroad System.

BIG CHANGES IN LEADING WESTERN ROADS.

New Officers and Division of Operating Territory on the Union Pacific, Southern Pacific, Oregon Short Line, and Oregon Railroad & Navigation Company—San Pedro Coming Later.

NEW OFFICIAL DIRECTORY OF THE HARRIMAN LINES.

1. JULIUS KRUTTSCHNITT, DIRECTOR OF TRANSPORTATION, HEADQUARTERS CHICAGO.
2. C. H. MARKHAM, VICE PRESIDENT AND GENERAL MANAGER SOUTHERN PACIFIC, HEADQUARTERS SAN FRANCISCO.
3. W. H. BANCROFT, VICE PRESIDENT AND GENERAL MANAGER OREGON SHORT LINE, HEADQUARTERS IN SALT LAKE AND OPERATING JURISDICTION OVER SHORT LINE SYSTEM, UNION PACIFIC FROM GREEN RIVER TO OGDEN AND SOUTHERN PACIFIC FROM OGDEN (INCLUDING THE LUCIN CUT-OFF) TO RENO. THE ANNOUNCEMENT IS EXPECTED TO BE MADE LATER OF EXTENSION OF JURISDICTION TO COVER THE SAN PEDRO, LOS ANGELES & SALT LAKE.
4. A. L. MOHLER, VICE PRESIDENT AND GENERAL MANAGER OF THE UNION PACIFIC WITH HEADQUARTERS AT OMAHA.
5. E. E. CALVIN, VICE PRESIDENT AND GENERAL MANAGER OF THE OREGON RAILROAD & NAVIGATION COMPANY WITH HEADQUARTERS AT PORTLAND, ORE.

ened other roads have been happily averted and in every case an amicable understanding arrived at. There is much speculation as to who will succeed Mr. Calvin here. One rumor is to the effect that E. Buckley, superintendent of transportation for the Union Pacific, will be appointed assistant general manager of the Oregon Short Line. Another is to the effect that the office will be abolished and that a general superintendent will be appointed and that the plum will either fall to Division Supt. Olmstead or Manson, with the promotion, also, of Trainmaster Hickey at Pocatello in its wake.

ABOUT SALARIES.

Just what salaries will be paid to the different appointees is of course a matter of speculation. Vice presidents receive in some instances as large salaries as railroad presidents. Mr. Kruttschnitt, according to Earl D. Ber-



THE MEN WHO FIGURE MOST PROMINENTLY IN THE REORGANIZATION.

Announcement of the above changes are expected to be made in San Francisco today by Julius Kruttschnitt who arrived there this morning to meet Traffic Director Stubbs.

The new official directory of the Harriman lines as outlined was decided upon at the conference in this city. After the meeting the result was wired to E. Harriman in New York for his approval. Upon the receipt of the same the official announcement will be forthcoming when circulars will be issued. It is not believed that any changes from the above will be made at Harriman headquarters.

As set forth in last night's "News" the new operating policy decided upon at the meeting held in the Oregon Short Line board rooms on Monday came somewhat in the nature of a surprise.

The new policy is to divide up the Harriman system and place each corporation under the jurisdiction of a vice president and general manager.

As stated in the "News" at the time of the selection of Mr. Bancroft as general manager of the Union Pacific that official will continue to make Salt Lake his headquarters. It was understood at the time that his appointment was made with the understanding that he would continue to reside in Salt Lake City. Mr. Bancroft, it is asserted, stated at the time that he would rather accept a position if it necessitated a change of residence. Following the sudden selection of Horace G. Port Mr. Bancroft went to Omaha to get things into shipshape order prior to the reorganization of the Harriman lines.

O. S. L. ENLARGED.

Under the new order of things the Oregon Short Line operating territory will be enlarged at present by 78 miles. Later it is estimated, Mr. Bancroft will have more mileage added to his territory with the operation over the San Joaquin route, possibly to Daguerre, Cal. It is thought that the Oregon Short Line will be extended to the Union Pacific line under the Oregon Pacific. This is not correct. The Oregon Pacific and Southern Pacific and the San Pedro will remain separate corporations and will have the tracks, rights-of-way, buildings and other equipment as at present. The only change will be that trains will be operated by the Short Line much upon the same principle as that in vogue on the Denver & Rio Grande and Rio Grande Western since could secure control of those roads.

INCLUDES CUT-OFF.

The contemplated change in operating territory includes the Ogden-Lucien cut-off on the Oregon Pacific, and from Green River, Wyo., to Ogden on the Union Pacific, as previously stated. The addition totals respectively 84 and 17 miles, or 75 miles in all, bringing the total operating mileage to within 11 miles of 2,000 miles. This is the key stone of the new operating system the operation of trains, schedules on the Short Line will be the most important. The right man has been chosen for this work.

CALVIN TO PORTLAND.

The promotion of E. E. Calvin, assistant general manager of the Short Line, to vice president and general manager of the O. R. & N. at Portland is a well deserved one. Salt Lake is generally liked and respected among the employes on the Short Line and has been the subject of friction. During the reorganization both as general superintendent and assistant general manager the strikes that have threat-

ry, the railroad editor for the Chicago Record Herald, receives as vice president and general manager of the Southern Pacific, \$25,000 a year, which is more than the salary that any Southern Pacific president has ever received. Mr. Kruttschnitt knows every part of the Espase system. One of the older directors of that road is quoted as saying that he believed that "Jake" Kruttschnitt could tell by number the location of every tie on the road.

Traffic Director J. C. Stubbs, who is for traffic what Mr. Kruttschnitt is to be for transportation and operation, is credited with a salary of \$50,000 a year. It is thought that Mr. Kruttschnitt will be equally as large. Of the two Mr. Stubbs' position is least enviable—he has to make the showing on the earnings of the system, while the director of transportation is not subject to criticism so long as he maintains good train schedules and has enough cars on hand to take care of the shipments.

WHAT HARRIMAN DOES.

E. H. Harriman, president of the Southern Pacific, Oregon Short Line and Union Pacific, and who will undoubtedly succeed Mr. Mohler as president of the O. R. & N., receives merely a nominal salary. He fixes the amount himself, it is asserted, so that it will cover his actual expenses in his inspections of the roads. This was Collis P. Huntington's policy.

RECORDS OF THE NEW OFFICIALS.

The railroad records of the director of transportation and the four vice presidents and general managers of the Harriman lines are as follows:

JULIUS KRUTTSCHNITT.

Julius Kruttschnitt, now general manager and assistant to the president of the Southern Pacific, but who will be director of transportation for the Harriman lines on or shortly after the first of next month, will be 29 years of age next July. Graduating as a civil engineer at the Lexington university he entered the railroad service in 1878 as an engineer of extension on Morgan's Louisiana & Texas Road, and Steamship company. After that he be-

JURY BRIBING IN CHICAGO.

Chicago, March 23.—Starting information on the alleged bribing of juries by Alexander Sullivan in the interest of the Union Traction company has been supplied in the disbarment proceedings brought against Sullivan James J. Lynch, the former balliff, was on the stand before Master in Chancery Leaming, and was cross-examined by Lawyer H. T. Gilbert.

In reply to questions, Lynch said: "There was a beaten path from the courthouse to Sullivan's office, and I was as familiar with the Traction company's affairs as if I were an employe. Sullivan gave me money for bribing jurors a number of times."

Lynch declared he had bribed more than 100 jurors. "Did any of the jurors you approached refuse to do business with you?" inquired Atty. Gilbert. "Only remember those who refused to go into the scheme," replied Lynch.

came roadmaster, assistant chief engineer, and finally chief engineer for the same road. On Oct. 1, 1885, he was made assistant manager of the Atlantic system of the Southern Pacific, to be elevated four years later to general manager. On Oct. 1, 1885, he was named as general manager for all lines of the Southern Pacific to be in 1893 again advanced to fourth vice president of the same company.

W. H. BANCROFT.

W. H. Bancroft, who, on Jan. 14 of this year was appointed general manager and vice president of the Union Pacific began his railroad career as telegraph operator on the Michigan Southern road. At 21 years he was made division operator on the Erie, and was advanced until at 29 he was dispatcher. He went to the Kansas Pacific in a similar capacity in 1869, and in 1872 was made assistant superintendent of the Atchison, Topeka & Santa Fe. He was with the St. Louis, St. Lawrence & Western, and later the Missouri, Kansas & Texas, going in 1878 to the Denver & Rio Grande as a division superintendent. From 1880 to 1886 he was receiver of the Denver & Rio Grande Western, and for the succeeding four years was the road's general superintendent, preceding A. E. Welby. In 1890 he went to the Union Pacific as superintendent of the mountain division. When the Oregon Short Line was segregated in 1897 he was made its vice president and general manager.

A. L. MOHLER.

A. L. Mohler was born at Ephrata, Penn., 14 years ago and entered the railroad service as a warehouse clerk on the Chicago & Northwestern at the age of 18. Since then he has been in nearly every branch of the railroad service, including station agent on the Rockford, Rock Island and St. Louis; traveling auditor, pioneer agent, chief clerk in freight department and general freight agent for the St. Paul, Minneapolis & Manitoba (now the Great Northern); then he was made respectively land commissioner, general superintendent and assistant general manager. On July 2, 1894, he was appointed general manager of the Minneapolis & St. Louis. On July 1 he was made president and general manager of the O. R. & N., which important position he holds at the present time.

EDGAR E. CALVIN.

Edgar E. Calvin's record as a railroad man is well known in this intermountain region. It was published in full by the "News" some months ago. Briefly summed up, Mr. Calvin entered the railroad service in 1875, and since 1877, when he entered the employ of the Union Pacific as an operator, he has spent most of his time in the service of this road or co-ordinate lines. For a short time he left the service of the Union Pacific when in 1887 he left the position of trainmaster at Pocatello to become division superintendent on the Missouri Pacific. Four years later he went back to the Union Pacific as superintendent of the Idaho division. In 1895 he returned to the Gould system, and general superintendent of the International & Great Northern. In 1897, when the segregation of the Union Pacific and Oregon Short Line occurred, Mr. Calvin returned to mountain railroad as general superintendent of the Short Line, to be appointed a few months ago as assistant general manager.

CHARLES H. MARKHAM.

Charles H. Markham, now vice president of the Houston & Texas Central, but who succeeds Julius Kruttschnitt as general manager of the Southern Pacific at San Francisco, is an old-time Southern Pacific man. He was born May 22, 1861. He entered the railroad service in 1881 as a section laborer on the Santa Fe, but it was hard to keep a good man down. A few months later he was given a station agency on the

Southern Pacific at Deming. N. M. March, 1891, saw him agent and district freight and passenger agent at Reno, Nev., then he was moved in the same capacity to Fresno, Cal., and on July 1, 1897, was made general freight and passenger agent of the same line at Portland. When he was promoted to the Houston & Texas Central as vice president he was succeeded at Portland by W. E. Coman, who was then general agent here for the Oregon Short Line.

POISON STOPS THE BROWN CASE.

District Attorney Eichnor Made Seriously Ill and is Taken Home.

STRONG ANTIDOTE WAS GIVEN.

Improvement After Services of Physician but is Not Well Enough to Return—Hence Postponement.

The trial of the Arthur Brown adultery case was brought to an abrupt temporary close yesterday afternoon in the criminal division of the district court by the sudden illness of Dist. Atty. Eichnor, who was taken sick during his opening statement to the jury. Immediately after resuming his seat he was seized with an acute pain in the left side, and he was compelled to leave the courtroom and go to his office. Dr. Mayo was immediately summoned and upon his arrival and on examination of Mr. Eichnor he decided that he was suffering from poisoning, caused by something he had eaten. After an antidote had been given, a carriage was called and the attorney was driven to his home. He is reported as greatly improved today but will not be able to present in court until tomorrow.

SUED FOR DIAMOND RING.

Leyson Company Attempts to Recover For Beautiful Engagement Jewel.

The J. H. Leyson company filed suit in the district court today against G. Ray Walker to recover judgment for \$1,000, alleged to be due for an engagement ring sold to defendant. The price of the ring was \$1,350, and it is alleged

that Walker has paid \$350 of the purchase price. Judgment is also asked for interest on \$1,000 from Aug. 28, 1903.

PLUM FOR GREENEWALD.

President Will Appoint Him Surveyor Of Port of Salt Lake.

(Special to the "News.") Washington, D. C., March 23.—The Utah delegation have united in recommending the appointment of Jacob Greenwald as surveyor of the port of Salt Lake. The president is expected to send in the nomination to the senate at once.

Col. Willard Young, son of Brigham Young, will be here tomorrow. He expects to accompany the Panama canal commission to the isthmus, when it sails next week. Col. Young will be connected with the work of construction, either as one of the board of government engineers or as engineer for one of the contractors.

CRITCHLOW TALKS.

Smoot Case a Closed Incident So Far As He is Concerned.

(Special to the "News.") Washington, D. C., March 23.—E. B. Critchlow, of Salt Lake, returned to Washington last night. "I expected to be home before this time," he said, "but a telegram received while in New York brought me back to Washington to look after some business matters. I am not here in connection with the Smoot case. So far as I am concerned that is a closed incident."

Margaret H. Harrison has been appointed postmaster at Castlegate, Carbon county, Utah, vice H. B. Bell, resigned.

Amerc Not Poisoned.

London, March 23.—No evidence may be attached to the rumor from Ashkabad to the effect that the army of Afghanistan has been poisoned. All trustworthy news from Kabul reaches the British Indian government weeks before it could possibly be known at Ashkabad.

MINERS COMMIT NO LAWLESS ACTS.

Denver, March 23.—No news has reached this city of any deeds committed of late by the striking coal miners of Las Animas county which Gov. Peabody has declared to be in a state of insurrection and rebellion.

Two officers of the United Mine Workers have been attacked there by masked men and severely beaten. The coal mine operators charge that these labor leaders were assaulted by dissatisfied members of the union, but the men attacked believe that the assaults were instigated and committed by persons opposed to the union.

About 400 members of the national guard reached Trinidad today and will be distributed among the various coal camps in Las Animas county. The governor has instructed Maj. Zeph T. Hill, commander of the force, to use such means as he may deem proper, "acting in conjunction with or independently of the civil authorities to restore peace and good order."

The coal miners in the Trinidad district have been on strike for several months, claiming that they suffer abuses in the weighing of coal, the company store and other matters. The Colorado Fuel & Iron company and the Victor Fuel company have declined to treat with or recognize the existence

THE RUSSIANS LIKE BOMBARDMENTS.

of the union. The men belong to the United Mine Workers.

Labor leaders express the opinion that the purpose of sending a military force to Las Animas county is to inaugurate a series of deportations such as have been carried out at Telluride.

FANNY WILDER ESTATE.

Valued at Two Million Goes to Poor of St. Paul.

St. Paul, March 23.—By the filing of the report of the appraisers appointed by the probate court to ascertain the value of the estate of the late Fanny S. Wilder, of St. Paul, it is announced that the entire Wilder estate, coupled with that of Mrs. E. V. Appleby, a daughter, amounting to about \$2,000,000 is to be used for the poor of St. Paul independently of any other charity. Several years ago Amist Wilder

Military Men Say They

Wear Out the Guns, Injure Machinery of Ships, and Waste Ammunition, While

The Damage Inflicted is Very Little—Marakoff is Running No Risks.

St. Petersburg, March 23, 1:17 p. m.—Further details of yesterday's attack on Port Arthur are expected during the day, but nothing in the way of private or newspaper dispatches supplementing the official accounts has been received up to the present time.

According to the information here there now exists a complete embargo upon newspaper dispatches direct from Port Arthur.

The military authorities seem to manifest no displeasure at the Japanese tactics yesterday. On the contrary they declare that such bombardments only wear out the guns and machinery of the ships and waste ammunition without compensating advantages. They point to the comparatively insignificant damage done by the bombardments of Santiago by the American fleet as proof of their futility. From the positions taken by the Japanese, the latter could not see either the town or the batteries. The range was from six to eight miles with a high angle of fire and precision was impossible. Although the general target was large, only a lucky chance could really damage the batteries or ships. So far as known the Japanese accomplished nothing yesterday. On the other hand, the Russians had better luck, a shell from the battleship Reivizan, which was firing over the hill, landing on one of the Japanese battleships. Of course, it is admitted that these pot shots are trying to the garrison.

Vice Admiral Makaroff, the naval commander at Port Arthur, is being commended for his scrupulousness in not risking his ships in an engagement with the enemy.

A prominent Russian admiral explained to the correspondent of the Associated Press how absolutely essential conservatism on the part of the Russian naval commander at Port Arthur was at present. He said:

"If Admiral Makaroff, whose disposition would be to go out and meet the enemy, should give battle upon the approach of the Japanese and defeat them his victory would be fruitless, as necessarily it would be purchased by some injuries to ships, and our lack of adequate docking facilities at Port Arthur would render it impossible to refit them, whereas the Japanese have ample docks in which to repair their vessels."

The feeling here is that the Japanese tactics are preliminary to a landing on the peninsula in an attempt to cut off Port Arthur simultaneously with another bombardment and commencement of a siege. For this the Russians declare they are fully prepared. During the last 10 days a general shutting down upon newspaper telegrams from the far east has been noticeable. This is owing to increased precautions to prevent the enemy from obtaining news of the movements of Russian troops.

The Russians are being massed in force along their first line, from Feng Huang Cheng northward for 30 miles, while their secondary line extends from Mukden to Hai Cheng.

All the rolling stock required for use in the far east has now crossed Lake Baikal. The last locomotive was taken over yesterday. Preliminary arrangements of public works and railroads, who has been personally superintending this work, leaves Baikal in a few days. Forty trucks of grain reach Port Arthur daily.

The correspondent of the Novkrak of Port Arthur, who is proceeding to the Yalu river, writes that he saw crowds of Chinese coolies throwing up his heights at Kien Chou (north of Port Dalny). This shows that the Russians are determined to resist the Japanese attempt to land on the neck of the Liao Tung peninsula.

According to the government's report the Japanese cavalry seen north of Anju, Korea, this week cannot keep in touch with the Russians.

The military organ says the occupation of Anju, lying at the juncture of the best roads leading to Wiju, Seoul, Gensan and Kirin affords a strong position as a screen to the movement of troops from Ping Yang. But much of this natural advantage has been lost by the Japanese on the part of the Japanese of mounted skirmishers.

SENATOR BURTON'S TRIAL.

Prosecution Has Letters of Complaint Identified.

St. Louis, March 23.—The identification of letters of complaint against the Rialto Grain & Securities company received by the postoffice department by witnesses employed in the department, opened today's proceedings in the trial of United States Senator J. R. Burton of Kansas in the district court. Senator Burton is charged with illegally having accepted fees from the Rialto Grain & Securities company of St. Louis.

SCHWADTNER ARRESTED.

Is One of Iron Contractors on Collapsed Hotel Darlington.

New York, March 23.—Paul Schwadtner, of the firm of Fols & Schwadtner, iron contractors on the Hotel Darlington, for whom a warrant was issued by Coroner Scholer last night was arrested today. The officers informed the coroner that Eugene C. Allison, secretary of the Allison Realty company, against whom a warrant also had been issued, had barricaded himself in his house in Brooklyn and was avoiding arrest.

The coroner's jury which has been investigating the collapse of the Hotel Darlington, on which 21 persons lost their lives, returned a verdict last night in which Allison, one of the owners of the building, and the contracting firm of Fols & Schwadtner were held to have been guilty of criminal negligence.