

WHY HARRIMAN THINKS SENATOR CLARK IS IN EARNEST



ACTIVE OPERATIONS ON THE SAN PEDRO, LOS ANGELES AND SALT LAKE RAILROAD.

On November 22, 1900, there was a notable gathering of business men at the Knutsford hotel in this city with the result that within twelve hours the articles of incorporation of the Los Angeles and Salt Lake Railroad company had been drawn up and approved.

Among those who were present were Senator W. A. Clark of Montana, whose name before the drop in copper was estimated at \$30,000,000 a year; R. C. Knutsford, president of the Knutsford hotel; S. A. Bernis of St. Louis, the millionaire bag manufacturer; J. Ross Clark of Los Angeles, wealthy oil and sugar holder and banker; Senator Thomas Kearns of Utah, port owner of the famous Silver King mine at Park City; W. S. McCord, president of the Salt Lake Bank; and several other gentlemen who could write checks that would embrace all the loose change around an average bank without financially embarrassing themselves.

These gentlemen got together and organized three companies with a combined capitalization of \$33,000,000 in the form of the Los Angeles and Salt Lake Railroad company, capital stock, \$25,000,000; Development company, capital stock, \$6,000,000 fully paid up, and the Empire Construction company, capital stock, \$2,000,000 fully paid up. All three companies were for the sole purpose of building a line through from Salt Lake to San Pedro, operating the line and developing the resources in territory adjacent to it.

CHANGES IN BOARD.

With a few modifications the direction is the same today as it was then. The name of the road has been changed from that of the San Pedro, Los Angeles

Salt Lake. President Leighton of the Terminal road retired from the board soon after the absorption of his line by the Clark road, and two names have been substituted for others on the directorate in order that the board may have a quorum at its meetings in Los Angeles without some of the members having to nearly cross the continent whenever it was necessary for them to get together.

After the companies were finally launched, with the attendant fat fees for filing the articles of incorporation, there was a lull for some time.

The press of the state of Utah hailed the advent of a new line with joy, and printer's ink proclaimed the dawn of bright days for Utah and a big increase in the population of Salt Lake. The majority of the residents in that contiguous states expected that construction would commence at once and all kinds of fantastic predictions were made. As month by month passed without signs of anything tangible being done doubting Thomases arose on all sides and cries of "Bluff," "Hot Air" were heard from several quarters.

PROCEEDED CAUTIOUSLY.

In the meantime the promoters of the road were in no haste to push the project to a final issue; nevertheless they were working assiduously and laying plans the materialization of which are now becoming apparent. Big monopolies in the railroad world were arrayed against them and every move had to be figured out ahead. Like professional chess players those in charge of the affairs of the San Pedro, sat down and worked out the problems. They anticipated every move and play of their opponents to checkmate them and when the time came to move any piece, from a pawn to a rook, subsequent developments have proved that

it was the Clark interests and not Harriman who said, "check."

To the onlooker it seemed to be another case of Johnny Bull and Oom Paul—the apparently stronger force undereestimated his opponent. The story of how the Clark forces stole a march on the filing of maps, exposed the Harriman interests until a compromise was effected in which terminated the joint survey agreement, is already ancient history. Senator Clark has said that the road would be built, and it will be.

MEN EMPLOYED.

In order that his plans may go through he has gathered around him the best men that money can get. No man is better qualified to further his interests than T. E. Gibbon, third vice president of the company and general counsel. Mr. Gibbon has been weighed in the balance before and found to be not wanting. His long bitter and successful fight with the late Collis P. Huntington in Southern California has made his name one of the best known through that state. He is a man calculated to be a thorn in the side of the Harriman syndicate. Not only is the legal timber connected with the San Pedro road of the best, but the same holds good all down the line. Chief Engineer Hawgood and that old veteran H. M. McCartney were hard to duplicate when it comes down to a knowledge of the country to be traversed by the road. In every department yet organized the story is the same, and when the joint survey agreement is duly ratified the best of contractors will put in the best track.

BEST OF EVERYTHING.

The abuse of the use of adjectives has unfortunately been often laid at the

door of the average writer and when the public reads of the "best" of anything it is prone to take it cum grano salsi. In Utah the energies of the San Pedro, Los Angeles and Salt Lake have been largely confined to paper, though a deal of survey work has been done. At the other end of the line, perhaps, there is less newspaper talk and more active real work. What work has been done has been of the "best." The standard has been set for the entire main line through to Salt Lake. What California is getting Utah will have as soon as the pending distressing litigation has been settled, the joint survey agreement ratified and the actual laying of track commences.

The above pictures, taken for the "News" at Hobart Junction, California, will be duplicated in Utah. Hobart at the crossing the San Pedro, Los Angeles and Salt Lake and Southern California (Santa Fe) roads, just outside the southeast limits of Los Angeles, is the point where the main Salt Lake route branches off from the old Terminal road, which is now part of the San Pedro system. Here are located the construction yards of the company, where the material for the construction of the road onward to Salt Lake is being accumulated in enormous quantities, to be rushed forward from this base of supplies as fast as track-laying can proceed.

PENNSYLVANIA TRACK.

That Senator Clark is having the "best" that money can buy is demonstrated when it is said that the track now being built in California is known by the name of "Pennsylvania track."

Senator Clark is evidently sparing no expense to make his road one of the most durable and best-equipped in the country, says the Los Angeles Times. Nothing but the very best material

or any sort is being used in the construction of track, bridges, etc. The new locomotives, freight and passenger cars and other equipment, too, are the best that money can buy.

Nothing but the best seventy-five-pound steel rails are being used. These are not spliced together with the old-fashioned fish plates, but by continuous steel joints weighing twenty-nine pounds each. This assures a smoothness and easiness of track not attained by the old style of construction. Sagging rails and springing joints are impossible under the new system. Neither do the rails rest directly on the wooden ties, but on steel plates pressed in to the wood. Tons and tons of these tie plates are being used.

FLAWLESS TIES.

The ties are of the best seasoned redwood, and if one be found a fraction of an inch short of the regulation length, or having any flaw in it whatever, it is rejected for use on the main line. The same exacting care is exercised in selecting bridge timbers, piles, etc., not a stick of material being used anywhere in the construction of the main line that has the slightest blemish.

There will be no all-wood bridges on the entire line, only the best bridge iron, manufactured by the American Bridge company, of Pittsburgh, in accordance with the plans and specifications of the railway company's engineers, being used. Most of the iron for the bridges between Los Angeles and Pomona is now on hand and ready to be erected. Chief of these bridges is the one across the San Gabriel river, consisting of three spans, two of sixty-two feet each and one of 100 feet, exclusive of approaches. The steel for this bridge will be erected as soon as the track is laid as far east as the river.

From an Associated Press dispatch from Los Angeles last Thursday it was learned that the large cement and iron bridge at Rio Hondo has been completed, and that the track has been laid over it. The road has been graded to Pomona and other construction work is being hurried as fast as possible.

ROLLING STOCK.

If the track is of the best the same applies to the rolling stock that has been ordered by the company. In addition to those which have been already received the Pullman company is building a number of big box and flat cars, each with 80,000 pounds capacity. Sixteen passenger cars were ordered last week and outside of these the rolling stock that is coming includes some of the finest passenger coaches ever seen on a western road. The new locomotives ordered, several of which have already been delivered and are now in service, are of the New York Central type, and for size and power, equal anything in the line of motive power in the West.

WITHOUT A SINGLE BOND.

All this has been accomplished without the issuing of a single bond—a feat heretofore unheard of in the annals of construction of a railroad in America. Financiers have inquired for bonds but find that the promoters of the road are saying nothing to anyone, but every time there is an assessment they go down into their pockets, pay their pro rata cheerfully and, to use the common expression, say nothing but saw wood. Six millions in cold cash has already been expended, or one-fourth of the original estimate of the cost of the road, and the rest will be forthcoming as soon as it is required.

The San Pedro is also the possessor

of a wharf frontage of about three miles on the inner harbor.

In the face of what has been done and what is to be accomplished by Senator Clark and his associates the future before the San Pedro, Los Angeles & Salt Lake road is an uncommonly bright one.

THE SITUATION.

It goes without saying that the road is not going to be built unless there is an eastern outlet for its transcontinental traffic. Senator Clark has been credited from time to time with having arrived at an understanding with the Burlington, the Union Pacific and the Gould lines in due sequence, but to date he has kept his own counsel. From the anxiety shown by the Harriman syndicate to frustrate every move on the part of the San Pedro it is evident that there is no agreement between the two big powers.

In the meantime rumor hath it that an agreement has been reached between the Gould interests and the Hill faction by which the two will operate in conjunction against Harriman, and that by means of the Burlington or some other connection east of Denver, the Gould lines will be given a route which with their Missouri Pacific road and connections, would enable them to control the situation in the southern and middle part of the western railroad territory, while Hill, with the Great Northern and Northern Pacific and connections, would be master of the situation there. Between the two, Harriman, with the Union Pacific, despite the tremendous expenditure made on that road during the past year for improvements and the \$30,000,000 to be expended this year, would still be at the mercy of two transcontinental dictators.

HOLD THE KEY.

Whatever happens Senator Clark and his associates have the key to the situation, which nothing short of a combination between J. J. Hill, E. H. Harriman and George J. Gould could upset. With such huge traffic plans at stake as are to be plucked in the Oriental trade and the mineral and agricultural products of the west a combination of the three powers will never be anything but a Utopian dream. A combination would be illegal among competing lines, but that feature would not be possibly such a deterrent as would be the inevitable rivalry between the factions.

The San Pedro is to be built and, according to the statements made to the "News" by Vice President J. Ross Clark when he was here last week it only awaits the settlement of the joint survey agreement ere the right-of-way will be finally decided upon and bids asked for construction.

When this is accomplished similar pictures to those presented above will be forthcoming of the scenes on the Utah end of the San Pedro. Los Angeles & Salt Lake Railroad company.

WHITE HOUSE YARNS.

New Anecdotes of the President and the Office-seekers—The Original Odell Boomer Reappointed—One Cabinet Rumor Set at Rest—Some Queer Bills Introduced.

Washington, Jan. 25.—The gossip of the capital counts that day lost whose name is not to be given, or, rather, the office-seekers or new rumors of the latest stories characteristic of President Roosevelt in his relations to the applicants for positions and the like, is that told at the expense of a western senator who went to the White House a few days ago to speak for one of his constituents who had been appointed an office. The President listened attentively for a few moments and then interrupted him.

"Senator," he said "was not this

the territory of Arizona. Mr. Stoddard was appointed by President McKinley, it being a reversion appointment. Now, Mr. Stoddard is one of the original Odell presidential boomer. As soon as he got to Arizona he declared that he was for Governor Odell of New York for President in 1904 and would see to it that Odell got the delegates from that territory.

When Roosevelt succeeded to the presidency, Mr. Stoddard took alarm because he feared the new President would mark it up against him and send some other nomination to the Senate for the place. This the President did not do. He laughed heartily at the discomfiture of the Odell boomer, remarking that Mr. Stoddard had picked out a good man for the presidency and renewed the appointment made by his predecessor.

One rumor of cabinet change which has been more or less persistent since the new administration began seems to be pretty effectually set at rest, at least so far as any intimation of desire for the change on the part of the President is concerned.

"What do these continued stories of your resignation mean?" President Roosevelt is reported to have said the other day to Secretary Hay.

"I know nothing about them, Mr. President," Mr. Hay is said to have responded. "I can only tell you this—

when I propose to resign you will be the first to hear of it."

The President brought his fist down on his desk with a crash. "I want you to know, Mr. Hay," he exclaimed, "that I don't want your resignation. I shall reject it. I want you in my cabinet as secretary of state, and as secretary of state, sir, you shall remain."

The nation's lawmakers are now hard at work. At the antecessor session a flood of bills was introduced in both houses covering about every phase of legislation imaginable. These have been referred to their respective committees, and it is more than likely that a good many of them will never again see the light of day. There are the usual number of what are known as "freak bills." These are largely compiled by self constituted statesmen and reformers outside the halls of Congress and introduced "by request," the members being unwilling to stand sponsors for them, though desirous of accommodating constituents who seek to have their views aired at government expense. When the member writes "by request" on the measure, his colleagues know by this sign that he is being a good fellow and has no serious desire to see the bill enacted into a law. Some of these bills appear on their face to have no importance, but should they be enacted would prove to be very important and far-reaching laws.

These "freak bills," however, do not all come from the outside. Some usually level headed members introduce some rather queer measures. An experienced legislator from a far western state, for instance, has introduced a bill providing that no public building other than the capitol shall be used or occupied in any manner in connection with the ceremonies attending the inauguration of the President of the United States. It is averred that the member in question for some reason or other did not get an invitation to the last inaugural ball and is angry about it; hence the introduction of this bill, which if passed would prevent the use of the pension building for the great social feature of the inauguration ceremonies.

A new member from a southern state has discovered that this government failed to carry out the provisions of two resolutions adopted by the Continental Congress. On Nov. 4, 1777, the Continental Congress passed a resolution for the erection of a monument in memory of Brigadier General Francis Nash of North Carolina, and on Sept. 20, 1781, the same body resolved to erect a similar memorial to Brigadier General William Lee Davidson. Neither of these monuments was put up, and the member made his initial plunge into the legislative whirlpool when he

asked the Fifty-seventh Congress to appropriate \$10,000 with which to carry out the intention of the Continental Congress.

A New England congressman wants to do away with burials at sea by the enactment of a bill which he has introduced which provides that the commanders of ships shall forward to the place of destination the bodies of all persons dying upon the voyage. A burial at sea can be secured by the unfortunate if he happens to think to ask the captain of the vessel to throw him overboard after the breath has left his body.

The equal suffrage idea is before Congress in a joint resolution offered by Mr. Shafroth of Colorado which proposes to amend the constitution of the United States so that the right of citizens to vote shall not be abridged or denied by the federal government or by any state on account of sex.

As usual, there are propositions to amend the pension laws. Among Congressman Hamilton of Michigan which provides for the payment of a pension of \$30 a month to every soldier or sailor who has lost an arm or a leg in the service of the nation. If the disability is such that the veteran cannot wear an artificial arm or leg, Mr. Hamilton would have the government give him \$40 a month. Another, intro-

duced by Congressman Babcock of Wisconsin, provides for the payment of a bounty of \$300 to each veteran who enlisted in the Volunteer army after April 18, 1861, and served not less than three years and who was honorably discharged from the army.

For the first time in the history of Congress the minority party in the House has a room officially allotted to it in which it may meet for conference. The Democratic leader, Mr. Richardson of Tennessee, represented the House in the Speaker's chamber, and he assigned for the use of the Democrats one of the large new committee rooms in the old library space and also authorized the appointment of a clerk.

One of the busiest men of the minority party of the House, or of either branch of Congress for that matter, is Champ Clark of Missouri. As one sees him briskly coming down Pennsylvania avenue or ascending the steps of the capitol, his topcoat thrown wide open in front and the pockets stuffed full of papers, he presents the picture of tireless activity, buoyant vitality and abounding good nature. Mr. Clark is an industrious worker on the committee to which he is assigned and is recognized as one of the most convincing as well as entertaining speakers on the Democratic side of the House. Besides his duties in Congress, Mr. Clark writes much for the press.