

**OVERLAND FROM SEA TO SEA**

Harriman's Control of the Baltimore & Ohio Railroad Reasserted.

**A MODERN COLOSSUS OF ROAD**

Wizard of the Union Pacific Fore-stalling Gould's Continental Lines  
—Speculative Talk in Rail-road Circles.

The qualified denial of the report that E. H. Harriman had obtained control of the Baltimore & Ohio railroad is not taken seriously by New York papers. The Sun and the Tribune assert that the Harriman interests have secured the property and that the wizard of the Union Pacific is already directing the policies of the Baltimore & Ohio. Here is what the Sun says:

"The report that E. H. Harriman and financiers allied with him had acquired control of the Baltimore & Ohio, and consequently a large interest in Reading, received substantial confirmation Monday. Bankers with particularly good sources of information regarding the properties declared there could be no doubt of the transfer of control."

"Both Mr. Harriman and James Stillman, president of the National City bank and one of Mr. Harriman's associates on the Union Pacific board and in railroad and stock operations generally, have been directors of Baltimore & Ohio for some time and have represented a considerable stock holding. This holding, it is believed, was largely augmented last spring, when the company put out a new stock issue of \$27,500,000, the Harriman party exercising their own rights to subscribe to the new issue and also purchasing rights on a large scale in the open market. It would have required very few additional purchases, it is believed, to combine with these holdings and the stock so far by the Pennsylvania to constitute a dominant interest."

"On the first January last the Pennsylvania in its own name owned more than \$61,000,000 of Baltimore & Ohio stock, and in the name of subsidiary companies had nearly \$20,000,000 more. With the issue of the new stock the Pennsylvania had a right to subscribe to a large block, but it is not believed that the right was exercised, since the company at that time was borrowing money extensively. Of its own \$51,000,000 the Pennsylvania sold to Kuhn, Loeb & Co., two weeks ago \$40,000,000. Those who are authority for the report of the transfer of control insist that the purchase was made for Mr. Harriman's account, although Kuhn, Loeb & Co. won't admit it."

**Additional Confirmation.**  
"Additional confirmation of the report was secured from a prominent officer of the road, who said that not only had Mr. Harriman acquired control, but that he had begun to exercise it. As to the particular point of policy on which Mr. Harriman had been exerting his influence the officer declined to speak. He did say, however, that it had been displayed in such a way as to leave no more doubt that the dominant interest in the property was now in Union Pacific hands than in the past it had been shown to lie with Pennsylvanians."

"Both prominent bankers and well informed railroad men were of the opinion that the Pennsylvania, before parting with its holdings, must have received assurances that the new control of the road would not be used in a manner detrimental to its interests. The Pennsylvania and Baltimore & Ohio, it was pointed out, are parallel lines for more than half of their routes, and it was inconceivable that the Pennsylvania would part with its control of the other without the strongest possible guarantee that the present community of interest would be preserved."

"You can better appreciate," said one of the most prominent railroad men in the street, "how greatly Pennsylvania's interests are dependent upon a friendly control of Baltimore & Ohio if you stop to consider between how many principal traffic points these are the only line. Without specifying all of them take Pittsburgh as a center, and you will note that westward they are the only direct lines between Pittsburgh and Cincinnati, and Pittsburgh and St. Louis. Eastward they are the only lines between Pittsburgh and Washington, Pittsburgh and Baltimore, Pittsburgh and Philadelphia and Pittsburgh and New York."

"In however great need of money for the completion of its extension and improvement plans President Cassatt would never consent to a surrender of the control over Baltimore & Ohio without guarantees as to the management of the road. Such guarantees, it is quite probable, could have been arranged by Kuhn, Loeb & Co., who are fiscal agents for both the Pennsylvania and the Union Pacific."

**From Sea to Sea.**

"Other railroad men were positive in the belief that the transfer of control will in no way jeopardize the community of interest among the eastern trunk lines. Its great advantage, it was agreed, is that it gives Mr. Harriman's party practically a transcontinental line and enables it to make remarkably formidable opposition to the rapidly completing Gould transcontinental system."

"The western terminals of the Baltimore & Ohio are at Chicago and St. Louis. The eastern terminals of the Union Pacific are Omaha and Kansas City. The St. Paul, which reaches both Omaha and Kansas City, could be transferred to the Union Pacific between courses of a dinner with but half a dozen courses. The Illinois Central, which connects with the Union Pacific at Omaha, and with the Baltimore & Ohio at both Chicago and St. Louis, and also with the Southern Pacific at New Orleans, is a road in which the Harriman party already has a large interest."

"But neither of these lines, it was pointed out, is necessary to make of the Union Pacific and Baltimore & Ohio a transcontinental system. The Chicago & Alton is sufficient for that purpose."

"Two years ago the control of the Chicago & Alton was acquired by the Harriman interests and the Rock Island. The holdings of both companies are in a voting trust, providing for harmonious management. The road is a short and direct line between St. Louis and Kansas City, and while the Rock Island might not care to part with its entire interests in the property, it has a line of its own between St. Louis and Kansas City and might consent to a transfer of the Kansas City-St. Louis division of the Alton to the Union Pacific. At any rate Union Pacific's interest in the property is sufficient to insure as good arrangements as probably would be desired."

**Significance of the Control.**  
"A practical combination of the Baltimore & Ohio, Union Pacific and Chicago & Alton would furnish almost parallel competition for the main links in the Gould transcontinental chain, the Union Pacific competing with the Western Pacific, now in course of construction, and the Missouri Pacific as far east as Kansas City; the Alton paralleling the Missouri Pacific from Kansas City to St. Louis, and the Baltimore & Ohio taking care of the Wabash from St. Louis and Chicago to Pittsburgh and of the Western Maryland and the proposed connecting line between the Western Maryland and the Wabash from Pittsburgh to tidewater."

"In framing his transcontinental line Mr. Gould first encountered the hostility of the Pennsylvania in effecting his Pittsburgh entrance and later the hostility of the Union Pacific in constructing the Western Pacific. He is now threatened with the

**FIVE MIGHTY FAT YEARS**

Facts and Figures About the Wonderful Prosperity of the Country.

**UNPRECEDENTED UPLIFT ALL AROUND**

Phenomenal Crops, Large Acreage and High Prices—An Amazing Leap in the Fortunes of the Country.

Through five consecutive years the United States has enjoyed a degree of prosperity without precedent in half a century, and perhaps not in its history.

The immediate cause of this amazing leap in the fortunes of the country is analyzed by Carl Snyder in Moody's Magazine.

The last five years of farm production have been doubly exceptional. We have known phenomenal crops associated sometimes with large acreage, sometimes with high prices.

This triple combination has been known to occur in a single year; perhaps once or twice, as in 1881 and 1882, for two years. It has never before been known for five consecutive years, and it will probably not be known again within the lifetime of the present generation.

Our principal crops in order of total value are, corn, hay, cotton, wheat and oats. The total value of these five crops for the last five years of the last century amounted to \$50,000,000,000. The returns for these same crops for the first five years of the new century were more than \$14,000,000,000, a sheer advance of more than 55 per cent.

These crops represent a little more than half the gross yield of the nation's farms. We may then roughly compute that the immediate supporting population of the country received on an average \$25,000,000,000 per year more for its labors, through these five astonishing years, than what might be regarded as its normal return.

The aggregate value for all farm products for the year 1905 were estimated by the department at more than \$60,000,000. It would probably be difficult to show that ever before in history has farming received so high a return as in the last year.

**Independence of Farmers.**

It is perhaps no exaggeration to say that in consequence of these five unprecedented years, the American farmer is in a position of greater economic independence, not to say opulence, than has ever before been known to a tiller of the soil.

In 1875 the United States possessed a population between 40,000,000 and 45,000,000. It had doubled in thirty years. In 1875 the total mileage of the country was but 70,000 miles; in 1905 it was three times as great.

In 1875 the total gross receipts of the railways was \$500,000,000. In 1905 they exceeded \$1,000,000,000. That is to say, the total traffic was four times as large.

In 1875 all the railways represented a capital of stocks, bonds, and debts of \$4,500,000,000. In 1904 the corresponding account was \$14,000,000,000; that is, rather less than three times as great with four times the traffic.

The earning power of the invested capital had increased in this period by 50 per cent. In 1875 the railway traffic earnings were a little less than 10 per cent of the gross capitalization. In 1905 they were nearly 15 per cent.

Very naturally stock values show a corresponding increase. In the period from 1875 to 1880 the average value of the shares of the ten leading railways of the nation ranged around \$60 to \$70. The average sank in 1877, to as low as \$39 a share. At the close of 1905 it was about \$200 a share.

The average dividend return on the market price of the solid railway stocks in the meantime had been cut very nearly in half. The average return to the railroads in the early 1870s and 1880s was between 5 per cent and 8 per cent.

An average of twenty of the leading dividend paying stocks at the close of 1905 showed a return of but a little more than 2 per cent.

In 1897 the total listings of bonds was \$300,000,000. In 1905 it was \$800,000,000.

**Output of Minerals.**

In 1890 the total production of coal in the country, both anthracite and bituminous, was 70,000,000 tons. In 1905 it was 275,000,000.

In 1890 the estimated value was \$165,000,000. In 1905 it was \$300,000,000. In 1905 it was \$350,000,000.

The increase of pig iron production was still more remarkable. A quarter of a century ago the annual production was about 8,000,000 tons. The production for 1905 was 25,000,000 tons. The annual value of the pig iron product from 1882 to 1898 ranged about \$100,000,000 and in 1905 it reached a record total of \$275,000,000.

From 1890 to 1905 the net deposits in all of the national banks of the country increased from a little more than \$1,000,000,000 to \$2,000,000,000. They all fell away rather sharply in 1897, following the bad year of 1896. They rose from about \$1,750,000,000 in 1897 to more than \$2,000,000,000 in 1905. The increase in the eight years was not far from 50 per cent.

If we add to this the \$2,250,000,000 held by the savings banks and the \$4,250,000,000 of deposits in state and private banks and the loan and trust companies, we shall have an aggregate of deposits of nearly \$13,000,000,000. That is an average bank account of more than \$150 for every man, woman and child in the country, or an average of \$750 for every family, from tenement house to fishing village to \$500,000 copper kings' palaces on Fifth Avenue.

There were, in 1904 and 1905, nearly 8,000,000 individual depositors in the savings banks of the country alone. Their deposits were, on the average, greater than all the United Kingdom, or Austria, or France, and half again as large as the exports of thirty Germany.

More than 5,000,000 individuals in the United States are paying an annual to life insurance companies more than \$6,000,000 per year. This exceeds \$100 for each policy and represents in large part a savings bank account.

The actual amount of money per capita in circulation in the country has been rather more than doubled in thirty years; it was only a little more than \$15 per head in 1877 and 1878. It now exceeds \$21. Immigration passed the record mark of 1882 in 1905 and again in 1904, reaching the unprecedented figure of more than 1,000,000 in the year past. It will be curious to observe whether financial history will repeat itself in 1906-07; and a sharp depression follows the incoming of this foreign flood, as it did in 1878, in 1884 and in 1893.

**Chancellor Day's Epitaph.**  
Chancellor James R. Day of Syracuse University is noted among the students for his brilliant if somewhat caustic epigrams.

"I once attempted to defend a certain action before the chancellor," said a Syracusean, "and I know that my defense was feeble. The chancellor listened to me with a bitter smile and when I reached my lame conclusion he said:

"Your defense is rather an attack. In your attempt to praise you condemn. Suppose that I wished to dilate on the value of advertising, would I say:

"Who says that publicity doesn't pay? A burglar overlooked \$500 in a drawer and the papers mentioned the fact. The thief returned the next night and not only

**The Bennett Company****ALL THIS WEEK--AS LONG AS THEY LAST  
GREAT DISCOUNT SALE OF THE  
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For months we have been preparing for this great sale, placing large orders wherever ready cash would pick up rare bargains. Pianos have been arriving for weeks in carload lots, and more carloads are on the way. Never have we had so large a stock to select from, and never have we been able to offer such tempting prices.

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Organs \$2.50, \$5, \$7, \$10 Square Pianos \$5, \$7, \$9, \$13  
EASY PAYMENTS ON ALL SALES**

**HAT CHECK RULE ON TRAINS**

**Pasenger Resents the Idea that He Should Help the Conductor.**

Many persons, who, traveling, have had annoying experience with the "hat check," will watch with interest for the outcome of the suit to be instituted by James Wilcher against the Great Northern Railway company. Mr. Wilcher was ejected from a train near Marcus, Wash., because he could not produce a hat check entitling him to ride to his destination. He alleges that the conductor took up his ticket and did not give him any check in exchange.

From the allegations as to facts it is possible that the point of most interest will come up in the present case. This is the right of a conductor to claim the production of a hat check when one has admittedly been given. A passenger buys and pays for a ticket entitling him to ride to a certain station. When that ticket is presented to the conductor the passenger's part of the contract, it is claimed by many, is completed. He has assumed no obligation to assist the conductor inasmuch as how far he is to ride. The hat check is nothing more than a reminder or evidence for the guidance of the conductor. In many cases it is not even handed to the passenger, but is placed in a clip on the side of the car, or in the slats of the window shade.

If handed to the passenger with an admonition that it was an exchange ticket which he would be required to show as evidence of his original contract he would probably put it in his pocket for safe keeping, but so far as the conductor's convenience is concerned, he might as well retain his ticket. The hat check is not an assurance to the passenger that he may ride to his destination. The conductor puts a number on it, but no station name, and the passenger does not know that the number is correct for his station. Conductors, of course, are not supposed to make mistakes, but they are human.

Many ways will suggest themselves to travelers in which a hat check may be lost or overlooked. If not securely held in the hat band, and many have had embarrassing interviews with the conductor. They claim that it is not right to hold them responsible under an arbitrary rule established by the railway company for the convenience of the conductor. A decision on this point will be of general interest.—Spokane Spokesman.

**Musings of a Cynic.**  
Many a girl has lost a good friend by marrying him.

Many a good husband hasn't the nerve to be anything else.

Tomorrow never comes—that is, unless you have a note to meet.

Some men never accomplish anything without a pacemaker.

It is quite possible that the Lord also loves a cheerful loser.

A man's idea of an ideal wife is one who thinks she has an ideal husband.

Liquor improves with age. The longer you keep it the better it is for you. Figure it out.

The minute a man accomplishes anything he is called a crank by those who have failed.

Of course every man understands that salvation is free till he stacks up against a church fair.

The first scratch on her new furniture is apt to convince the bride that marriage is a failure.

The fellow who tells a girl he would lay down his life for her often balks when he has to tell her father.

When a girl begins to call her fellow by his first name it generally indicates that she has designs on his last.—New York Times.

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