

HARRIMAN PLANS FOR SOUTHERN REPUBLIC.

New York, July 3.—E. H. Harriman, through his new \$75,000,000 Southern Pacific Railroad Company of Mexico, which was incorporated at Trenton, N. J., a few days ago, will merge the various lines now controlled by his system in that country, and incidentally carry out extensive improvements mapped out just previous to his departure for Europe a short time ago. The capital stock is divided into 750,000 shares of the par value of \$100 each. The incorporators are as follows: Charles C. Tegethoff, George E. Downs, William S. Johnson and Charles Franklin, all of 120 Broadway, employes of the Southern Pacific, and Robert McCreary, 254 Elizabeth street, Elizabeth, N. J. The combined holdings of these men amount to ten shares.

The new company will acquire the lines now being built by the Southern Pacific Company on the west coast of Mexico, which, when completed, will extend from Nogales, Arizona, through Guaymas to Guadalajara, Mexico. The new company also will take over the property of the Cananea, Yaqui River & Pacific Railroad. Together these lines comprise 1,600 miles of railroads. The stock of the two companies named is now owned by the Southern Pacific, which desires now to take over the property through the medium of the Southern Pacific Railroad Company of Mexico.

Speaking of the proposed plans of the new company, Judge Lovett, general counsel of the Harriman lines, said: "The new \$75,000,000 corporation, which has just been incorporated under the laws of New Jersey, will take over the lines of the Southern Pacific Company and carry out proposed improvements in Mexico. One of these lines is the Cananea, Yaqui River & Pacific Railroad Company. The Southern Pacific Company has been building in other parts of Mexico. It has 800 or 900 miles of railroad down and is still extending its operations. It is not contemplated to make any change in the management of the lines. Epes Randolph, who is now general manager, will continue in that capacity. We are simply carrying out plans decided upon some time ago."

When pressed for further particulars in regard to the plans of the new \$75,000,000 concern, Judge Lovett said: "That is all I care to say just now."

As set forth in the charter, which is a very broad one, the object of the Southern Pacific Railroad Company of Mexico is as follows: "To succeed, to own, hold and exploit the concession dated August 14, 1905, heretofore granted by the Republic of Mexico to J. A. Nangle, representing the Southern Pacific Company, as amended by concession dated July 27, 1907, from the Republic of Mexico to Rosendo Pineda, attorney representing the Concessionaire Railroad Company from Alamos to Guadalupe, as further amended by concession dated November 4, 1907, from the Republic of Mexico to Ignacio Burgoa, attorney representing the Concessionaire Railroad Company from Alamos to Guadalupe, and pursuant thereto to construct or, so far as already constructed, to succeed to and become invested with and to maintain, operate and exploit various railroad lines. To succeed, to own, hold, exploit the concession dated April 27, 1905, heretofore granted by the Republic of Mexico to Thomas Macmanus, representing the Cananea, Yaqui River & Pacific Railroad Co., as amended by concession dated June 1, 1906, from the Republic of Mexico to Thomas Macmanus, as representative of the Cananea, Yaqui River & Pacific Railroad Company, and as further amended by concessions dated June 2, 1906, September 7, 1907, and January 5, 1909, from the Republic of Mexico to A. H. McKay, representing the Cananea, Yaqui River & Pacific

railroad; and the concession dated October 31, 1906, granted by the Republic of Mexico to A. H. McKay, representing the Cananea, Yaqui River & Pacific railroad, as amended by concession dated September 7, 1907, and October 31, 1907, granted by the Republic of Mexico to A. H. McKay, representing the Cananea, Yaqui River & Pacific railroad, and pursuant to the said concessions in the subdivision, maintained to construct, to succeed to and become invested with, and to maintain, operate and exploit various lines. Generally, to purchase, construct, lease or otherwise acquire, to own, hold, operate and maintain and to mortgage, sell, lease or otherwise dispose of lines of railroad, telegraph and telephone, with their franchises and appurtenances in the Republic of Mexico."

Announcement is made that it will be an operating company. It will be recalled that a few months ago Mr. Harriman visited Mexico inspecting the lines being built by the Southern Pacific. On his return, he stated that the Southern Pacific intended to build considerable new mileage in Mexico and perhaps to Panama.

FINE BRICK FREIGHT SHED FOR GREAT NORTHERN.

One of the finest freight sheds on the Pacific Coast has been finished by H. Chase & Co., for the Great Northern at Tacoma. The shed was taken over a few days ago and now harbors the freight working force of the Great Northern at Tacoma.

This new structure, which is built of brick, is 42 feet in width by 565 feet in length. The office building on the west end of the freight shed is 40 by 50 feet and two stories. The new building is located at the head of the bay near the Northern Pacific sheds. The warehouse is well fitted for handling freight. The freight department here will be handled by S. P. Robertson, who formerly was commercial agent at Tacoma for the Great Northern.

RAILROAD NEWS IN BRIEF.

Bids for the new Northern Pacific depot at Tacoma will be opened July 19. Among the bidders are two from Tacoma, six from Seattle, and several Eastern firms.

Articles of incorporation for the Oakland & Tidewater Railway have been filed at Salem, Ore. The new road is capitalized at \$1,000,000. The principal place of business is Portland. Those interested are: C. A. Pengra, H. D. May and W. P. Purdy. It is the intention to run a line from Douglas county to Empire, in Coos county, Ore.

The Great Northern, which was reported in a recent issue as being in the market for freight cars, is reported to be asking for prices on 1,000 box cars.

The Harriman Lines, which have been reported in previous issues of the Railway and Marine News as being in the market for passenger cars, are said to have ordered 184 cars from the Pullman Company.

Mr. R. W. Burnett, assistant master car builder of the Canadian Pacific, has been appointed master car builder to succeed Mr. W. E. Fowler, who has resigned on account of ill health.

Mr. George W. Hibbard has been appointed assistant general passenger agent of the Chicago, Milwaukee & Puget Sound Railway, with headquarters at Seattle, Wash.

The Great Northern, it is reported, will build a new roundhouse and repair shop at Grand Forks, N. D.

The Lemhi & Salmon Valley Railroad has been incorporated to build a line from a point near Cerro Grande, on the Salmon River Railroad, Idaho, better known as the Mackay branch from the main line at Blackfoot, through and along the valleys of Birch creek and the Lemhi river in a northerly direction to Salmon City, 148 miles; thence in a northerly and westerly direction along the valley of the Salmon and Snake rivers, 240 miles; thence along the east bank of the Snake to Lewiston, 40 miles, also a branch from Salmon City to Challis, 52 miles; another branch from a suitable point to Grangeville and a third branch from the new line at or near Kaufman to a point on the main line of the Oregon Short Line between Market Lane and Camas station, Capital, \$5,000,000.