

THE NORTHERN PACIFIC.

Post Intelligence

The circuit court of New York has appointed Frank Bigelow and Edward McHenry receivers for the Northern Pacific railroad. In view of the recent action of the United States supreme court, it is perhaps not improbable that these appointments will be confirmed, so as to give to Messrs. Bigelow and McHenry a supervision over the entire line from St. Paul to the Pacific coast.

While it may be a matter of disappointment to many people in this part of the country that the far West is not represented among the new receivers, if the latter are earnest in their efforts to care for the interests of the Coast people there will be no reason to complain. And it is not very difficult to outline what the Coast people want.

They ask that the Northern Pacific shall be managed as a railroad. They desire a sensible economy in its operation, which while not resulting in an inferior service, will mean a sufficient revenue to allow of reasonable charges for passengers and freight. If money is wasted or squandered it is, of course, money which has been paid in by patrons of the road, and if embarrassments follow because of reckless mismanagement the people living along the line suffer with the stock and security-holders.

First of all, it would be well for the new receivers to effect a reorganization that will insure the Northern Pacific being run as a business proposition for the benefit of the owners, bondholders and people who patronize it. The gang of parasites which has fastened itself onto the road from St. Paul to Puget sound should be gotten rid of. For twenty years the company has been made to serve the purpose of providing place and plunder for a countless horde of men, who have had no interest in it except insofar as it would be useful in aiding them to engineer private schemes to a successful end. Get this crowd out.

The Northern Pacific company has provided its patrons with what is probably the best transcontinental service in the country. It has kept its equipment in good repair and is gradually putting its roadbed in splendid condition. The future will witness even more substantial betterments if the ratholes are stopped up. Hereafter the road should not be run as an adjunct to a thousand and one private schemes, ranging from townsite, irrigation and mining projects down to peanut stand privileges. With the empire of land granted by the government, the road should have been built, splendidly equipped and carrying passengers and freight at cheap rates. Instead of that, the land is slipping away and if there have been reductions in rates it is because of competition and not as the result of excessive profits. What the jobbers, speculators, schemers and hangers-on have drawn down during the two last decades would build the line anew. Get rid of any who remain, if there are any.

Local pride would have been tickled had the Coast had something to say in regard to the future operation of the Northern Pacific, but if the road is well managed and all sections are treated fairly it will make little difference where the receivers reside. The main thing is to revolutionize methods of management and run the road in the interest of the owners and the public and not for the benefit of private individuals who may be connected with it.