

MANY WILL TAKE THE JAUNT TO ELY

Train Leaving This Evening Will Carry One Hundred From Salt Lake.

BUSINESS MEN ARE GOING.

Opportunities for Trade Being Opened Up Causing Utah Jobbers to Sit Up and Take Notice.

Possibilities for trade development with the eastern Nevada mining region, of which Ely is the center, is interesting Salt Lake people in the excursion which leaves for that progressive town this evening. Ely now has a population of 5,000 people, and it is claimed that one year from today will see not less than 20,000 people comfortably housed as residents of that city.

Messrs. A. G. Corbett and H. M. Fulmer, who have the supervision of tonight's excursion, have been in Salt Lake for several days working up an interest in the "get acquainted" trip, and have been so successful that at least five Pullman coaches will leave Salt Lake containing excursionists for Ely, while four more will be picked up at Ogden.

Many Utah people are already interested in the building little town, S. W. Ely, formerly traffic manager for the Oregon Short Line in this city, is president of the Nevada Northern railroad, which extends from Ely northward to the Southern Pacific at Coburn, near the proposed junction of the Western Pacific railroad at Bova.

The excursion will leave this city by special train at 8 o'clock this evening, for the Oregon Short Line depot. This run to Ely will be made in just 12 hours, arriving there at 8 o'clock tomorrow morning. The guests will be taken to various places of interest in automobiles, and various plans for entertainment of the excursionists have been perfected. They will have an opportunity to see what a real live Nevada mining town can do in the way of making it interesting for visitors and prospective residents, and there is not the least shadow of a doubt that every man will get many times his money's worth. The fare, the way, is very cheap, and the entire expense need not be over \$30 for the trip.

Returning the special train will leave Ely Sunday night at 12 o'clock, arriving in Salt Lake at 8 o'clock Monday morning, in time for the day's business. The train will be made up, as far as is now known, with the following Pullman sleeping cars out of Salt Lake: Ely, Wash, Macdonald, Elbert and Ogden, besides a dining and baggage car, picking up the Pullman car Bessemer at Ogden. Others will be added if the demand justifies, which from the present outlook will necessitate the addition of another sleeping car from this point as well as from Ogden.

THOSE WHO ARE GOING.

The list of passengers from Salt Lake booked up to 1:30 today was as follows: Messrs. Reese, Fagan, Beniz, Maddox, Hamel, Mrs. J. E. Nelson, George Morgan, Spratt, Byrne, H. J. Blumenthal, Hale, Lee Barr, Mrs. Nessel, Harper, I. Meyer, Valentine, C. S. Lindsay, Mrs. Watkins, Van Dyke Brothers, Hock, Hoffman, Mrs. L. D. Gray, C. G. Monro, P. H. Cannon, D. Redman, Thos. Judd, Wm. Deutsch, E. J. Radditz, H. G. Snyder, Mrs. H. B. Nielson, Edgar Reeves, J. B. Simpson, W. W. Armstrong, M. Sedler, C. H. Johnson, R. Ives, H. L. Pullmer and J. P. Paulson and A. G. Corbett.

The party will be accompanied to Ely by H. G. Toll, general freight and passenger agent of the Nevada Northern railroad, and by J. B. Mosley, traveling passenger agent of the Southern Pacific. At least 100 people will make the trip from this city, and perhaps as many more from Ogden.

RATES IN NEVADA.

Reports of Railroad War Being Precipitated in Mining Camps.

Although reports of a railroad war between the Brock and Borax Smith roads against the Salt Lake Route have been strenuously denied in certain quarters, the development of facts in the matter would seem to indicate that there is "something" doing. The situation is this: The Brock road, known as the Bullfrog & Goldfield, runs into Rhyolite, the center of railroad operations in the western Nevada mining region, from the north connecting at Reno with the Southern Pacific. The Borax Smith road, which is being rapidly built into Rhyolite, connects with the Santa Fe on the south and will soon offer a complete circuit for east and west travel via transcontinental routes for passengers and freight independent of the Clark road, which now reaches Rhyolite, and is being built into Goldfield. Rumor was to the effect that a combination was to be entered into between the Brock and Borax roads to "hog-suckle" the Santa Fe out of the business of the mining camps by cutting rates on freight and passenger transportation, but these rumors were vigorously denied by officials of all three roads. But word now comes from



Las Vegas, the point of connection between the Salt Lake Route and the Las Vegas & Tonopah, that the merchants of Las Vegas are becoming exceedingly weary with the high freight rates maintained on various commodities, and that freight rates have been even raised on some classes of goods. Now comes the Brock road and cut rates on freight from Las Vegas to Greenwater, and according to the Las Vegas Age, the situation will be much worse when the Brock road reaches Beatty and Rhyolite, unless a change of front is made by the management of the L. V. & T. Railroad rates on hams and bacon have been raised, it is said, 64 cents per 100 pounds by the Clark people, and these meat prices, of course, have been passed on to the long suffering consumers, which serves to raise the ire of the people and which the alleged combine against the Clark people all kinds of success.

INSTALS NEW OFFICIALS.

General Agent Martin of the Rock Island & Frisco Lines in Salt Lake.

G. W. Martin, general agent for the Rock Island and Frisco lines at Denver, arrived in Salt Lake yesterday afternoon, accompanied by J. F. Harvey, traveling agent of the same lines and Col. Stevens of the Central Nevada.

Mr. Martin is here for the purpose of inaugurating the change in the local officials of the Rock Island & Frisco, installing J. E. Doerflinger as general agent in the freight and passenger traffic departments, and J. F. Harvey and Harry Youngerman as traveling freight and passenger agents.

WILL GO TO VANDERBILT.

New York Central to Get Control of Delaware & Hudson.

New York, June 7.—The Tribune today says that according to information received by it, the Delaware & Hudson company will soon pass to the control of the New York Central. It is understood in well informed quarters the Tribune says, that the negotiations have already begun.

Should control of the Delaware & Hudson pass to the New York Central, the latter road will become one of the leading factors in the anthracite coal business.

The Delaware & Hudson owns 418 miles of road, holds under lease 622 miles and operates a total of 840 miles and has an authorized capital stock of \$57,000,000.

DOUBLE TRACKING OF U. P.

Improvements in Construction Line Exceed Anything Before Attempted.

Double track construction on the Union Pacific has exceeded anything attempted before in the west. To the 175 miles of double track in operation between Omaha and Green River, Wyo., will be added nearly 200 miles of second track now under construction.

The vast undertaking known as the Lane Cut-off between South Omaha and Lane, Neb., is the most heroic feature of the Union Pacific improvement program now under way. This line necessitates 3,000,000 cubic yards of road excavation, and calls for fills of from 300,000 to 1,400,000 cubic yards. The cuts are of equally huge proportions. The largest is a mile long with an extreme depth of 87 feet. Two-thirds of the grading is finished, and the whole undertaking will be completed this year. The cut-off saves nearly nine miles over the old main line by way of South Omaha and Gilmore.

From Lane to Valley double tracking was completed late last year. This fall will see the completion of another big stretch, from the present 20 miles to 30 miles, and from Valley to Benton. The next big stretches of double track are between Silver Creek and Lockwood, a distance of 38 miles, Alda to Humboldt, 29 miles, and Rawlins to Wamsutter, Wyo., 41 miles. By the end of 1907 the Union Pacific will have a continuous double track in operation from Council Bluffs to Watson's ranch near Kearney, a stretch of 194 miles.

When all these improvements are completed together with others under way west of Ogden, it is believed that with their Omaha and Chicago connections the Union and Southern Pacific can still further reduce the time from ocean to ocean by possibly 12 hours, or as much as this nearly 50 miles in length, from Valley to Benton. The next big stretches of double track are between Silver Creek and Lockwood, a distance of 38 miles, Alda to Humboldt, 29 miles, and Rawlins to Wamsutter, Wyo., 41 miles. By the end of 1907 the Union Pacific will have a continuous double track in operation from Council Bluffs to Watson's ranch near Kearney, a stretch of 194 miles.

ROAD FOR "23."

The joyful news is wafted from southwestern Nevada that a railroad is projected from Ballarat to Skidoo. The road will be a branch of the Santa Fe, it is said, and the denizens of Skidoo and Ballarat rejoice.

SPIKE AND RAIL.

W. C. Frazier, division superintendent of bridges and building of the Salt Lake Route, spent a few hours in Salt Lake on his way to Kansas City.

Col. A. H. Stevens of the Central Savannah line of Georgia, is in the city. Stevens is always given a hearty welcome by the railroad boys in this city.

F. E. Davidson, superintendent of motive power on the Clark road, left yesterday for Long Branch, N. J., to attend the national convention of motive power superintendents.

RUEF NEVER MADE THREATS

To Two Witnesses in the Schmitz Trial, Toupy and Adler, Testified.

BUT HE RENDERED SERVICES.

Knew Him as a Lawyer and as the Only Man Who Could Help Them—He Did.

San Francisco, June 7.—John Toupy, for eight years proprietor of the Pup restaurant, now engaged in the saloon business, was the first witness called by the prosecution at the resumption of the Schmitz trial this morning. The Pup was, before the fire, Abe Ruef's political headquarters. There every evening after 9 o'clock the political boss of San Francisco was accustomed to receive his lieutenants, confer with them, receive reports and issue orders.

Toupy, examined by Asst. Dist. Atty. Henry, told of the regularity with which Ruef and Mayor Schmitz frequented this restaurant after dark. Ruef always had his dinner there, and afterward held private court in one of the small dining rooms on the second floor. After his appointment to the police commission, Dr. Joseph E. Roehm was often a caller at the Pup to see Ruef and the mayor.

DELMONICO'S LICENSE.

On the evening of the day Delmonico's liquor license was revoked, the witness called Ruef on the telephone and made an appointment for 11 o'clock the next day.

"The next day," said Toupy, "I called on Ruef and asked him what was the matter. Why was Delmonico's license taken away? I suppose my turn will be next. Can't you help me? Can't you be my attorney, and how much would be your fee?"

"Mr. Ruef said: 'Well, if you want me to take your case as a lawyer, I will cost you \$2,000 a year on a contract for two years. And the money must be in currency—no checks or gold.' I went to the other restaurant keeper and told them, at a meeting at the Bay state, they said the price was too much. Then Pierre Priet spoke up: 'I know Mr. Ruef,' he said, 'I will go and see him and fix this up.'

RUEF WOULD ACT.

"A day or two later we had another meeting at Marchand's of the proprietors of the New Poodle Dog, Delmonico's, Marchand's and the Bay state. Priet reported that he had been to see Mr. Ruef and that Mr. Ruef would take our cases and protect our licenses for \$5,000 a year. We all five agreed to join this, and contributed our shares. Pierre Priet took charge of the money and delivered it to Mr. Ruef."

Cross-examination by Mr. Campbell of the defense brought from Toupy the emphatic statement that Ruef had never come to the restaurant men and offered his services or asked to be employed but on the contrary he was solicited by himself in behalf of the restaurateurs; that Ruef said he would rather not take the case, but if they wanted him his fee would be \$7,000 a year.

"Now, then," said Mr. Campbell, "did Mr. Ruef ever, upon any occasion, threaten that if we were not employed and the money was not paid to him, you would lose your license?"

"No, never," replied Toupy. "Did you ever report to anyone that Ruef had so threatened?"

"I never did. No threat was made at all."

"That's all," announced Mr. Campbell triumphantly.

"At the time you had this dealing with Ruef, you were in his debt for \$1,000, weren't you?" asked Henry in re-direct examination.

"Yes," said Toupy, "Borrowed money."

"Weren't you in fear that you would lose your license if you didn't pay this money to Ruef?" demanded Henry.

The defense objected vigorously on the ground that the question was leading.

"Further," argued Mr. Campbell, "the question does not go to the issue. The indictment charges the defendant with extortion and threat. The witness has testified there was no threat. Now what might have been in the witness' mind is surely not relevant."

HIGHWAYMAN'S SMILE.

"Oh, yes, it is, though," cried Henry. "The highway robber may smile politely and ask the passengers to kindly hand their money out of the stage—but the threat is there just the same. The New York supreme court has held that a threat need not be spoken. It may be conveyed by even the wink of an eye."

Toupy announced: "We knew Ruef as a lawyer and the only man who could help us."

"If Ruef had not been a lawyer, whom would you have hired?"

"Some other lawyer, I suppose."

"Well, did you pay this money to Ruef because he was a lawyer because he was the political boss?" Henry demanded.

"Because he was the boss," replied Toupy.

"That's all," said Henry.

"But Ruef never asked to be employed and never made a threat," said Campbell.

"No," replied Toupy.

"That's all," said Campbell.

Adler turned to the jury box. "For protection," he said distinctly.

Adler said he never saw a receipt for the \$1,750 given by him to Malfanti to pay Ruef.

"You never got a receipt from anybody," queried Judge Dunne.

"No, sir."

Adler said that immediately after the payment of the money Police Commissioner Hutton was removed by the mayor, and his license was granted. A year later, in January, 1906, Malfanti came around to collect the second installment of the \$10,000 and the witness refused to pay it.

"Why?" demanded Henry, and over the objection of the defense, Adler answered:

"Because then I was out of debt and I wasn't afraid any more."

"Take the witness, said Henry.

"You refused to make the second payment. But your license wasn't revoked, was it? You got it renewed, didn't you?" asked Campbell.

"That is true," confessed Adler.

"And Ruef never uttered to you a threat that you would lose your license unless you renewed it?"

"He never did."

Atty. Marcia Rosenthal was called by the state. He testified that his client, Al Adler, sought his advice relative to the holding up of the Bay state's license in the fall of 1906. He appeared with Adler before the police commission but the commissioners would not permit him to speak. "After this meeting," he said, "I told Mr. Adler it was useless for him to appeal to the courts because there could be no review by any act of the police commission under our law which I consider more Russian than American. I told him that in view of the way things had been going on for the last several years there was only one man who could help him, and that was Ruef. I told him I would withdraw from the case because I didn't want him to waste his money on a case in which I couldn't do him any good."

Cross-examination of Mr. Rosenthal adduced no new facts.

ALEX MACKENZIE DEAD.

Toronto, Ont., June 7.—Alexander Mackenzie, owner of the Kirkfield stable and one of the best known racing men upon the northern circuit, died suddenly yesterday of appendicitis.

GLASS DOLL WINS.

London, June 7.—At Epsom today the Oaks stakes of 5,000 sovereigns (\$32,500) for three-year-old fillies, distance about one mile and a half, were won by Mr. Joel's Glass Doll. La Omelia was second and Lady Hasty was third. Fourteen horses started.

State St. Hardware for lawn mowers, hose and poultry netting 252 State.

NOTICE TO OPTOMETRISTS.

The state board of examiners in optometry will hold an examination on Monday, June 10, 1907, at 10 a. m., at 230 Atlas Block.

H. O. JENSEN, President.

ROBERTS' COMPLETE WORKS.

"Outlines of Ecclesiastical History," \$1.75, \$2.50, \$2.75; "The Gospel," 75c, \$1.25, \$1.50; "New Witness for God," \$1.50, \$2.50; "Succession in the Presidency," 30c, 50c, 75c; "Rise and Fall of Napoleon," \$1.25, \$2.25; "Missouri Paragons," \$1.25, \$2.25; "Mormon Doctrine of Deity," \$1.00, \$1.25 and \$1.75. Deseret News Book Store, Salt Lake City, Utah.

PROBATE AND GUARDIANSHIP NOTICES.

Consult County Clerk or respective signers for further information.

NOTICE TO CREDITORS—ESTATE OF William G. Odell, Deceased. Creditors will present claims with vouchers to undersigned at 115 East Eleventh South Street, Salt Lake City, Utah, on or before the 30th day of June, 1907.

HARRY ODELL, Executor of the Estate of William G. Odell, Deceased.

Date of first publication June 7, A. D. 1907.

Harry S. Harper, Attorney.



To Make Good Soap

To make good soap—soap that will give best satisfaction—that will not turn rancid, use

Red Seal Lye

—the very best on the market. By its use far better soap can be made than with old style lye. Nothing better for softening water. Put up in a convenient sifting top can for household purposes such as disinfecting, cleaning, etc.

AT GENERAL STORES

P. C. TOMSON & CO., Manufacturers, Philadelphia, Pa.

Choice Reading in the Home

The Deseret News has just completed arrangements with the publishers of the three famous magazines named below, by which it is enabled to make its subscribers a rare offer. The proposition speaks for itself. It is as follows:

OFFER No. 1

Per Year.
Review of Reviews.....\$3.00
Woman's Home Companion 1.00
Success Magazine.....1.00
Deseret Evening News.....9.00
Total.....\$14.00

We will send all the above publications ONE YEAR on receipt of \$11.00

OR

We will send the REVIEW OF REVIEWS, WOMEN'S HOME COMPANION, and SUCCESS MAGAZINE for one year for \$2.65 to any one who subscribes for the Daily, Saturday or Semi-Weekly News one year, or who renews an old subscription for the same time. The subscription for the "News" may be paid in the usual installments, weekly, monthly, or quarterly. The three magazines must be paid for in advance.

OR

We will send the REVIEW OF REVIEWS and the WOMAN'S HOME COMPANION for one year for \$2.00 to any paid up subscriber of the Daily, Saturday or Semi-Weekly News, new or old.

OR

We will send the REVIEW OF REVIEWS and the SUCCESS MAGAZINE for \$2.00 to any paid up subscriber to the Daily, Saturday, or Semi-Weekly News, new or old.

The Review of Reviews

has a national reputation as an exponent of all that is best in literature, art, politics and foreign occurrences.

The Woman's Home Companion

is especially interesting to ladies. It is beautifully printed, and contains all the latest intelligence regarding the home, the garden, fashions, etc.

The Success Magazine

is a favorite all over the world. It has an enormous following and contains articles on every subject by the foremost authors of the day.

This is a splendid opportunity to obtain standard reading in your homes for the winter at a nominal cost. Telephone the "News" for further particulars, or send in your subscription with the necessary amount; the Magazines of your choice will promptly follow.

The Deseret News

Salt Lake City, Utah

Get your five "senses" together, then all aboard for the grocer's for

Zu Zu

the ginger snap that has broken all records.



NATIONAL BISCUIT COMPANY

ESTABLISHED 1864

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ONE PRICE TO ALL NEVER UNDERSOLD

HERE'S A LIST OF MAGNIFICENT SPECIALS FOR SATURDAY!!

Resolve to be here early and make up your mind that this Store is an Ideal Place in which to do all your trading Saturday.



Silk Coat Special

\$7.50 Value For \$4.45

This garment is made of best quality Black Beau De Sol, fully 30 inches long, collar and cuffs finished with silk braid, loose fitting style, on sale all day Saturday \$4.45

Great Shirt Waist Sale

\$5.00 Values for \$2.75

A great variety of new Jap. Silk waists, pretty net and white Lingerie waists, some button in front, long or short sleeves, waists worth \$5.00, on sale Saturday \$2.75

SATURDAY.

Children's Wash Suits

75c and \$1.00 Values Special 59c

CHILDREN'S WASH SUITS: sizes 4 to 8 years; in Butter Brown and sailor styles; made of Percales and Madras; in assorted colors and patterns; up to \$1.00 values; special Saturday only, each.....59c

Mens' Dress Shirts.

New up-to-date Hays or Men's Golf Shirts in assorted colors and patterns in the new shirting Madras and percales; cuffs to match, sizes 14 to 17; value up to \$1.50; special Saturday only, each.....79c

SATURDAY

As Long as 10 Pieces Will Last. FISH NETS

Used extensively for all kinds of draperies; comes in cream or white; 36 inches wide; regular price 15c; on sale Saturday at a sacrifice.....9c

SATURDAY.

Ladies' Handkerchief Sale.

Excellent 10c Grades 5c Ladies' Swiss embroidered or lace trimmed Handkerchiefs in the greatest variety of best 10c values on sale Saturday at.....5c

SATURDAY.

A Glove Sale

Ladies' long fine Lisle Thread gloves in white only; all sizes; 163 length; best present \$1.50 value; on sale at.....\$1.00

SATURDAY

ANY LADIES OXFORD IN THE STORE, including pattern kid, French kid, brown vel or gun metals, with turn or welt soles, large or small eyelets and blucher cut; all sizes; value up to \$4.50; special for one day only at, per pair.....\$2.95

SATURDAY.

A Great Underwear Special.

Ladies' Union Suits. 40c Grade at 25c Ladies' fine ribbed, low neck, sleeveless Union Suits, lace trimmed on cotton, sizes 4 to 6; excellent 40c grade; the sale price Saturday.....25c

SATURDAY NIGHT, from 7 to 9 o'clock—TURKEY RED TABLE DAMASK

32 inches wide; all new designs; fast in color; regular price 30c; Saturday night at a sacrifice.....19c