

ERIE DISPATCH OFFICIALS HERE

General Manager C. W. Clarke
And Western Representatives
Gather in Salt Lake.

MEETING AT THE KNOTSFORD.

Are Discussing Transportation Affairs
Today and Outlining Campaign
For the Wool Season.

There is a meeting of the western representatives of the Erie Dispatch in progress at the Knotsford this afternoon with the object in view of going over the local situation and outlining a campaign for the wool season in the west. The meeting was called by C. W. Clarke, who has succeeded C. P. Lumpry as general manager of the car line. Present to the meeting were Mr. Clarke, Mr. T. S. Swett, manager of the Boston office; B. T. Sweeny, manager of Boston; J. Karcher, Jr., general agent of the Erie railroad at Boston; C. W. Chaffey, Pacific coast freight agent at San Francisco; H. P. Potter, agent at Denver; and F. A. Vincent, the agent in this territory.

The party spent the morning in visiting the various railroad officials in this city, and will probably scatter tomorrow.

GEORGE GOULD RESIGNS.

Cuts Loose From Union Pacific
Board of Directors.

SOCIAL AND PERSONAL.

New York, April 27.—Geo. J. Gould has resigned from the directorate of the Union Pacific.

It was said that in explanation of Mr. Gould's resignation from the Union Pacific directory that he had been elected on the distinct understanding between him and the controlling interests in Union Pacific that he would resign from the directory if he decided at any time to build the Western Pacific.

HOBOS FLOCKING WEST.

Short Line is overrun by Tramps—Some Amazing Experiences.

Summer tourist blackjack travel on the Oregon Short Line has set in earnest thus far, all the hobos in the country apparently heading for the Portland fair. All the freight agents quartered here report that there is all kinds of trouble with tramps being encountered along the line, and related that recently a company operating a big furniture car and was surprised to find no less than 63 hobos inside. He said that a wife was sent ahead to the nearest town. When the marshal appeared he said to have asked "How many of you hobos are in there?" The prompt and cheerful response was "Sixty-three, but we can squeeze in a few more." He said the official, "there you come out of it so as to make it an even number."

Robert Wilson, traveling freight agent for the Rock Island who has returned from American Fork, where he has been loading wool, has some very lively stories to tell of the roving fraternity. Wilson says that when he arrived here were some 45 hobos laying around the station, and when he went to open up the empty car to commence loading he turned out 15 tramps, a dope fiend who was apparently dead to the world, and an individual suffering from smallpox. He hired 10 of the men at 30 cents an hour to load wool and while they were working two were actively engaged in "using" the car while a third hunted up an old rusty oil can, a coal oil can and proceeded to prepare an oleo-curean dish known among the hobos as a Mulligan stew, the ingredients of which consist of potatoes, onions and a piece of meat. On Sunday the hobos organized a baseball nine and proceeded to challenge the town team of American Falls. After the challenge had been accepted a delegation from the hotel of Wapping Falls waited upon Wilson at the hotel and requested that he pitch them for that evening. That evening several passenger trains passed through westbound and the hobos swarmed on them like bees. By the next morning there was another half hundred break-bean tourists in town from the east.

CLARK TOWNSITE

Las Vegas Will Probably be Known by That Name.

Today the lots of the Las Vegas townsite that the original railroad townsite are being sold to the public in Los Angeles. It is expected that new work will see the opening of the official townsite for location. By what name this will be known is not at present decided, but in order to avoid confusion it is believed that the name of the new town will be Clark, after Senator W. A. Clark of Montana, the original builder of the road.

S. P. BETTERMENTS.

Big Sum to be Spent in Improvements
South of Portland, Ore.

Portland, Ore., April 27.—It is announced that General Manager B. A. Worthington of the Harriman lines in Oregon has approved plans for the betterment of the Oregon division of the Southern Pacific railroad to cost \$1,450,000. This is in addition to improvements already completed or now being carried on. The plans contemplate improvements along the main and branch lines extending from Portland to Ashland, Ore., and embracing in extent the construction of new bridges, buildings, new tracks, and general work.

In early 1904 it was announced that a partial calculation of the betterments provided for the Oregon division then amounted to \$3,000,000. At that time it was stated that an announcement of further improvements was to be expected later.

PLANS OF THE C. & S.

Extension of Colorado Road to the Gulf—Western Pacific Deal.

San Francisco, April 27.—The Examiner today says that H. E. Huntington, George Crocker and Evelyn Hawley, who owns large interests in the Colorado Southern railway company are said to be planning to make that road the nucleus of a great system.

One of the plans is to extend the road to the gulf. It may be so to have a thorough line between Denver and Galveston. The route to Galveston will be accomplished by the purchase of the Trinity and Brazos Valley railroad and the construction of 160 miles of road. The extension will take a year to complete.

With the completion of this extension

an arrangement is then to be made with the Denver & Rio Grande by which the Colorado & Southern can reach San Francisco over the new Western Pacific.

Concerning the finances of the Colorado & Southern company, it is known that an arrangement has been made by which several Swiss and Berlin banks and syndicates have agreed to purchase the \$17,000,000 refunding mortgage four and one-half per cent bonds of the company. The syndicate is also to provide \$10,000,000 in cash for taking over the Fort Worth & Denver City road and completing the extension mentioned to the gulf.

SPIKE AND RAIL.

The Commercial club excursion to Los Angeles has been postponed from May 1 to a date yet to be named.

The Redman Van & Storage company yesterday sent down the first car of freight to Los Angeles over the Salt Lake Route.

The Cleveland Commission company will have several cars of hay and grain on the first train through to Los Angeles on Monday.

The bridge across the Snake river at Burley is now practically completed as far as the driving of piles and placing of stringers are concerned.

On and after May 1 the Pacific express will operate on the Salt Lake Route as fast west as Daggett, Cal., and from there the Wells-Fargo will operate over the Los Angeles lines.

W. L. Kennedy, traveling passenger agent of the Cripple Creek Short Line at Colorado Springs, is in the city today en route home from the Pacific coast with Mrs. Kennedy.

The Oregon Short Line is making preparations to oil the Boise-Nampa branch again this summer. A big force of men is now at work putting in new ties and surfacing up the ballast prior to the springing.

The visiting railroad officials from Omaha together with Assistant General Freight Agent J. A. Reeves and other Short Line officials were the guests this morning of General Superintendent E. Buckingham on a trip to Midvale on the Lucin cut-off.

A CRUEL HUSBAND.

Bessie Seats Says Her Liege Lord Beat
Her Choked Her.

Suit for divorce was filed in the district court today by Bessie A. Seats against Benjamin Seats on the ground of cruelty. They were married in this city on Jan. 18, 1898, and plaintiff alleges that during the month of February, 1905, defendant choked, beat and otherwise ill-treated her. She alleges that she also struck her in the mouth and loosened her teeth. During the early part of this month she charges that he used profane language towards her and threatened to blow her brains out. She asks for \$25 per month alimony and \$50 attorney's fees.

\$10,000 FOR BROKEN LEGS.

Boy Brings Action Against American Smelting & Refining Company.

The American Smelting and Refining company is defendant in a \$40,000 damage suit transferred from the district to the federal court this afternoon. The plaintiff is Willard H. Evans, guardian for William H. Evans, an 18-year-old boy. The complaint alleges that on Oct. 31, 1904, young Evans was struck by an engine used to haul cars through the smelter, and run over, sustaining two fractures of the bone in his left leg. The boy was admitted to a hospital, but died before a doctor could be found. The boy's parents, Mr. and Mrs. Edward and Helen Buckingham, as bridegroom and maid of honor respectively, little John Buckingham, ring bearer, his bride and her mother, Mrs. Lucie Groom, was attended by W. yne Hemphill, Dean Eddie performed the ceremony to the accompaniment of the organ. The wedding was held for about 250 of the friends of both families, including a number of guests from Cripple Creek and Colorado. Refreshments were served from a round dining room, refreshments were served in the dining room, and a special meal was served. The bride and groom are to be married at a late train for a bridal trip to California, after which they will make their home in this city.

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