THE DESERET EVENING NEWS.

TRUTH AND LIBERTY.

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CACHE VALLEY PEOPLE'S APPEAL

Their Petition for a Better Train Service is Formally Presented

TO RAILROAD OFFICIALS.

It is Signed by Nearly All of the Leading Business Men of Cache County.

WILL NO DOUBT BE GRANTED

Will be of Untold Benefit to Thousands of People in Northern Utah —Statement of the Case.

For some time past there has been much dissatisfaction in Cache valley and contiguous portions of northern Utah over the train service which the people there have been having. Not officers of the Oregon Short Line announced a few days ago that an improved service and equipment were about to be put on the Cache valley branch, and an invitation was extended to the citizens interested to express their wishes as to the schedule they would prefer.

At the present time, on the main line, between this city and Butte, two through passenger trains run each way. They leave this city at 8:45 a. m. and 8:45 p.m. The one which leaves in the morning reaches Cache Junction at midnight and leaves there Cache valley mail from this city, Ogden, the east and the west. One of the trains from the south reaches Cache Junction at 1:45 a.m., and if desired it would carry Cache valley mail from the east, via Granger and Pocatello, as well as from the north, and eastern mail so routed would reach Cache valley some hours earlier than at present.

It follows that a train leaving Cache Junction say at 8:30 a.m. and passing over the Cache valley branch, would carry to all stations on that branch, at an early hour in the morning, mails from all points. All mail matter deposited in this city prior to 8 o'clock in the evening, addressed to Cache valley points, would reach its destination at seven o'clock the next morning. A better mail service than this would not well be provided for Cache valley.

GOOD PASSENGER SERVICE.

The most most important point to be considered in the making up of a schedule for the Cache valley branch, is a convenient passenger train. There can be no doubt but the people who patronize this branch want primarily what all rural communities want who are tributary to a large city, namely a passenger that will take them to the city in the morning and return them to their homes in the evening. The people of Cache valley want a train on which they can travel to Ogden and Salt Lake, which will give them ample time in those cities to transact business, and on which they can return in the evening.

Under such a schedule, a country merchant can come to the city for the purchase of goods, etc., and be absent only one day from his business. He saves both expenses, he loses no time. For a long time past a resident of Cache county could not well come to Ogden or this city on Ogden without taking at least two days for the trip, and incurring hotel expenses, a condition that, beyond all question, has greatly crippled passenger traffic from Cache valley points.

ASK FOR A MIXED TRAIN.

In view of the invitation to the people in the Cache valley to express frankly their wishes as to the train schedule they would like, a petition has been presented to the officials of the Oregon Short Line, which asks for a mixed train to leave Cache Junction every morning at such hour as will give the passenger train from the north, and carry the mails as above described. The petition also asks for a passenger train to leave Preston, the northern terminus of the branch, at six or seven o'clock in the morning, arriving in this city at ten or eleven in the forenoon, and to leave here at about 3 o'clock in the afternoon, and reach Logan at about 5 o'clock and Preston at an hour that will connect with the train on the Cache valley branch. The train would deliver its mails in this city at an early hour in the afternoon, and this most service would cover most of the more important requirements of Cache valley, and at the same time would be free from the danger of delay growing out of the proposed connections.

Another important point in favor of having a passenger train leave stations on the branch at such hour as will carry four in the morning in the opinion of many such a train would give to outlying towns some distance from the railroad, to take such commodities as butter, fresh pork, veal, poultry, fruit, vegetables, etc., from a refrigerator to the train, for shipment, by express, without being exposed to the heat of the day. Under such an arrangement express traffic would undoubtedly increase.

THE PETITION.

The petition, in short, asks for an mixed train service for Cache valley, and also requests the establishment of the departure of officials of Cache county, Logan, Hyrum and Wellsville, further been signed by nearly every business house in Cache valley, and by the most prominent. The document is as follows:

Logan, Utah, June 17, 1899.

E. E. Calkins, Vice President, O. S. L.; H. B. Roe, Salt Lake City, Utah.

Dear Sir—We, the undersigned, residents thereof, we respectfully request that we consider the Cache Valley branch of your company, and in anticipation of the early arrival of equipment that will enable your company to put on a through train from Salt Lake City over that branch, respectfully submit the following:

The convenience and business of Cache Valley strongly require that the people be accorded the same train service. First, opportunity to Cache Valley passengers to go from their homes in Ogden and Salt Lake City and return the same day, with sufficient time in those cities to transact business, requires the arrival at an early hour of the day, at Cache Valley points, of the train from Salt Lake, especially Ogden and Salt Lake.

We therefore respectfully suggest that the new service provide for a passenger train to leave Preston early in the morning, say at 6 o'clock, to arrive in Salt Lake City say at 10 o'clock a. m., the same train to leave Salt Lake city at 5 p. m., arriving in Preston at 9 p. m.

Also for a mixed train leaving Cache Junction say at 8:30 a. m. or on the arrival thereof, of the train from Butte. This mixed train would connect to Cache valley points, at an early hour in the morning, and would be arranged to do the usual accommodation of our people and the public.

It is not unreasonable that you should consider a through train between Salt Lake and Preston, and also a mixed train between Cache Junction and Preston, that we are not asking for any more service than you have intended to put on, and that the proposed accommodation involves no additional expense to your company. We therefore assume that your company is willing to conform to the interests and requirements of the people of Cache valley, upon the schedule herein.

The schedule above recommended will enable Cache valley people to leave their homes, transact business in Ogden and Salt Lake, and return home on the same day, and it will deliver to all points on the Cache valley branch of your road, mails of early hour of the day, the mails from all points. We therefore respectfully yet strongly urge you to adopt the schedule, at least substantially, believing as we do that it cannot be improved upon so far as the interests and requirements of the people of Cache valley are concerned.

Very respectfully.

Board of Commissioners, Jos. Moffitt, chairman.

Officers—Logan, mayor, Logan City, H. P. Liljenquist, marshal; recorder, John W. Owen, county clerk, S. W. Stohl; treasurer, Thomas Smithson; Water W. Jones, assessor; Wm. J. Hill, Sheriff of Bowling Dear Crockett, sheriff; D. H. Peterson, assessor; J. W. Thomas, secretary Chamber of Commerce; S. M. Moses, Isaac Smith, Joe Morrell, President Chamber of Commerce; Crockett & Morrell, merchants, Wm. H. Maughan, Bishop of Wellsville; N. W. Nelson, manager Bank; A. M. Cox, Jos. F. Squires, postmaster; C. B. Hodges, chief fire department; Thatcher Bros. Banking Co., Jos. Thatcher, cashier; The First National Bank, J. E. Shepherd, assistant cashier; Co-operative Store, Jos. Thatcher, W. W. Cooper, manager; C. D. W. Fullmer, Earl & Hughes, Pick & Co., Thomas Hughes, manager; John Beesley, furniture dealer; H. G. Harrell, merchant, Sidney Stevens, manager; Hyrum City Mercantile, Stevens manager; The Fair, W. H. White, manager; Jas. R. Quirk, merchant, Johnson & Quirk, proprietors; T. R. Lewis, furniture dealer; J. A. McAllister & son, Morgan, millinery and harness; Union Mer. Co., Jos. H. Crawford, manager; City Drug Co., John H. Hodges, manager; Carlos Kelling Weeks, J. A. Hendricks, Thos. Robinson, Hiram Gee, Hiram Gee, John H. Anderson, Keeler and Goodwin, attorneys; Geo. A. Lowe, City Cashier; Wm. Lowe, for Cache, manager; Harris Bros. & Co., Bishop's Store House; L. E. Martineau, cashier; Hyrum Bank, H. D. Cox, Robert Marlowe & Son, Wellsville Coop, P. W. Meacham, Jr., W. Meacham, Wm. Morrison, Wm. Morrison, Jr., Jos. Morrison, Wm. Morrison.

A train having Preston in the morning returning in the evening would be marked benefit to Logan, because it would afford a means of reaching north of Logan to come to the county seat, remain all day, and return home in the evening. This is an important consideration with Logan business men.

We, the undersigned, citizens of the towns indicated, heartily endorse the foregoing petition. We much prefer a passenger train service for Cache Valley to the morning and returning in the evening, and if we can have this service we would be willing to take an early ride in the morning and a late one in the evening, between our homes and the railroad. We would prefer that it being obliged to remain away from home over night. We would, however, prefer the mixed train leave Logan at about 6 o'clock a. m. to give us time to get to the railroad, express matter to reach it from our towns. We assure the people in our towns would attend to the accommodation of such a schedule.

Petersboro—Petersboro Coop., per Wm. H. Lee, manager; Hansen Price, Wellsville, Millville and Logan Creameries.

Millville—Pacific Roller Mills, John E. Roache, merchant, and Bishop of Millville.

Hyrum—Allen Bros., merchants.

We endorse the suggestion that the southbound train leave Logan at 5 a. m.

Owen M. Wilson, mayor of Hyrum; Soren Hansen, postmaster of Hyrum; Hyrum Mercantile Co., per manager; Jos. Unsworth, merchant; Conrad L. Ashby, city councilman; John Jensen, city recorder; Hyrum Coop.

PROVO BURGLARS.

Oregon Short Line Baggage Broken Into and Goods Extracted.

Special per Deseret Telegraph.

Provo, June 19.—Burglars forced an entrance last night into the baggage room of the O. S. L. depot at this place and ransacked the baggage of J. Lester Ferguson, who has been graduate from England and arrived here night. A valise of the young man was broken open, a valuable clock, a telescope and numerous small articles were taken. No clue of the burglars has yet been found but it is thought to be the work of tramps.

Australian Federation Vote

Sydney, N. S. W., June 16, 11:10 p. m. —The Australian colonies are voting today on the federation question. The struggle is most acute in New South Wales. Incomplete returns to this time show that the proposition has carried by a majority of about 50,000 votes in favor of federation and 13,000 against it.

AGAIN BLTHE CAPTURE

Man Attested in Yellowstone Park Not the Robbers and Are Released.

Cheyenne, Wyo., June 19.—The officials here have been advised that the men held attested in the south of Yellowstone Park on suspicion of having the Union Pacific train robbers have been released. An investigation showed they were not the men wanted.

LIEUT. PEARSON ARRIVES HOME.

Reached This City on the Short Line This Afternoon.

MET QUIETLY AT THE DEPOT

Was Met at Ogden by His Parents and Uncle Who Accompanied Him to Salt Lake.

Quietly, unostentatiously and in civilian's clothes Lieut. H. A. Pearson, Utah naval hero, arrived in Salt Lake over the Oregon Short Line depot at 2:45 this afternoon. His reception was a most modest one. Only relatives and a few persons met him at the depot. After affectionate greetings, and handshaking he was driven in a carriage to the home of his uncle, Mr. W. W. Williams, 261 Fifth East, where he will remain this afternoon and tonight. Tomorrow he will go at prudentially go down to Provo, his native town where he will remain for a few days. It was thought by some that the report of Capt. Chadwick and Lieut. Commander Hodgson, given to the press yesterday was in error in the following points:

"About one-third from the beginning where published statements made, 'I intended him to understand there was danger of running into the Texas,' to read 'all right,' or words to that effect. I cannot remember verbatim. It should have read: 'I intended him to understand there was danger of running into the Texas. He said, 'All right, the Texas must look out for that,' or words to that effect. I cannot report verbatim."

RIOTING IN CLEVELAND

Non-Union Motormen Resist Into Insensibility and Others Armed.

Cleveland, June 19.—Late news coming during the day on the time spared by the street car companies since the strike. No crowds were allowed to gather. At 1 o'clock this afternoon the special officers were ordered and appointed to try to settle the street car strike, but the representatives of the strikers and the public refused to meet. The members hope to open a way for the settlement of the trouble.

Cars were more numerous by afternoon and they were escorted by the constables to the barns. Only resistance was offered. Pending preparations for the formal statements a recess was taken.

As has been the rule since the strike began, serious disturbances broke out before dark.

A crowd boarded a Wade Park avenue car near Lincoln and Ambrose streets and beat the men in charge, who was responsible. The conductor fled from the car. Another Wade Park avenue car was stopped and a fearful scene ensued. Many women were injured.

LIEUTENANT H. A. PEARSON.

Utah's Only Naval Representative of the World Famous Battle at Manila Bay.

MEET SCHOOL THE FILIPINOS.

After That is Done, Say Parsons, We Can Discuss Retention of the Islands.

Special per Deseret Telegraph.

Ogden, Utah, June 19.—Lieut. H. A. Pearson, who is the Utah naval hero, arrived here at 1:45 p.m. today on the Union Pacific train from the east. He was met at the train by his father and mother, who came up from Provo, and his uncle, Thomas T. Williams, of Salt Lake City.

The meeting with his parents was most affectionate. Other relatives and friends enjoyed the opportunity of greeting the gallant son of Utah and welcome him back to his native town as well. A News representative was introduced to the lieutenant and conversed with him briefly. He seemed very reticent to express an opinion as to the holding of the Philippines.

"We are there," he said, "and we cannot reasonably come now and leave the country under the control of the people who are incapable of self-government.

"It is a country of great resources and wonderful possibilities. We will let other nations the people who are worse against us and then we shall know better what disposition to make of the country.

"The insurgent said that he felt four years ago and had crossed around the world and been in many foreign countries. He had a present savage on the return from Russia on the Kanjak, and was well accorded everywhere. Especially by the English, who are our sincere friends.

He was very glad to be home on a brief furlough.

On his return and he will proceed to Newport, R. I., to attend a special school of instruction in the use of torpedoes, etc.

Chadwick's Letter Corrected.

Washington, June 19.—The navy department today gave out the following correction in Capt. Chadwick's letter about the Hodgson statement:

"The typewritten copy of statement of Capt. Chadwick and Lieut. Commander Hodgson, given to the press yesterday was in error in the following points:

"About one-third from the beginning where published statements read: 'I intended him to understand there was danger of running into the Texas,' to read 'all right,' or words to that effect. I cannot remember verbatim. It should have read: 'I intended him to understand there was danger of running into the Texas. He said, 'All right, the Texas must look out for that,' or words to that effect. I cannot report verbatim."

LIEUT. HEILNER'S STATEMENT.

To Tells of the Conversation on the Bridge of the Brooklyn.

SCHLEY'S FAMOUS REMARK.

Quite Sure as to What He Said—Had no Fight in Sudjoucers During Gun Fire.

Washington, June 19.—Following the statement of Lieut. Commander Hodgson, reporting the course that occurred on the bridge of the Brooklyn July 3rd, the navy department made public the following report of Chadwick of his examination of Lieut. Commander Heilner.

U. S. S. New York, Boston, Mass., June 19, 1899.—In obedience to the order of the secretary of the navy, I have the honor to submit the following report of an examination of Lieut. Commander Heilner with respect to his knowledge of a conversation said to have taken place between Rear Admiral Schley and Lieut. Commander Hodgson, on the bridge of the Brooklyn, July 3, 1898.

Lieut. Commander Heilner gave as follows:

"At one of the early sessions of the board after the question arose in my mind as to the Brooklyn's position before making the turn, I asked Lieut. Hodgson, several other navy officers, Mr. Conroy and Mr. Schwatka I have forgotten which, if not all of them, and in the afternoon occasion walked up and down the parapet of the room of the Brooklyn in the room the board was sitting. It is my impression that Mr. Hodgson stationed that the Brooklyn was viewed impossible from the turning Spanish ship when the turn was made. The board I think met in June at Lake Champlain. Mr. Hodgson told me that he felt certain they were about then Lake Champlain. Mr. Hodgson said that they were about the time of the turn. He said: 'We were so close that Admiral Schley gave the order 'Hard a-port.' I said to him: 'You mean starboard, do you not?' The commodore said 'No I mean port.' We are too close to turn there now.' Mr. Hodgson said to him called attention to the position of the Texas and said 'Look out for the Texas.' He said 'Admiral Schley said 'Look out for Texas.' The commodore replied 'Tell the Texas to look out for herself.' The conversation was repeated to me in several occasions.

"Nothing was said to me, so far as I know, in Mr. Hodgson's statement. The words may have been a little different. He said he said, 'Look out for Texas.' Admiral Schley said 'Look out for Texas.' The commodore said