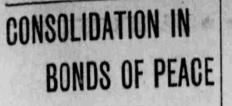
DESERET EVENING NEWS: SATURDAY, JANUARY 6, 1900.



Big Eastern Lines Absorbing Small Ones to Promote Harmony.

APPOINTMENT COMMENDED.

Denver Times Thinks Heiniz Well Deserves His Promotion - New Railway Line for Oregon.

An important railroad conference has been in progress in New York for the last two days at the Waldorf-Astoria, says the New York Tribune. M. E. Ingalls, president of the Big Four and Chesapeake & Ohlo systems, Henry Fink, president of the Norfolk & Western, and A. J. Cassatt, president of the Pennsylvania system, have all been in attendance. John K .Cowan, president of the Baltimore & Ohio, is also said to have been present. One important matter disposed of was the rate for hauling coal for the coming year; but this is said to have been only an incldent of the meeting.

For some time it has been known that the Vanderbilt-Morgan interests were in control of the Big Four and the Chesapeake & Ohio. There have been persistent rumors, too, regarding a combination between the Pennsylvania, and the Baltimore & Ohio systems, and of these two roads with the Vanderbilt systems. A man usually well informed said that he had been given to understand that in the near future a great combination would be effected. and that the following roads would The Boston & Maine which, be in it: as it owns the road, also means the Maine Central, north of Boston; the New York, New Haven & Hartford, which on account of its ultimate traffic relationship with the Pennsylvania could not well stand aloof, and the Boston & Albany, now controlled by the New York Central-these roads practically covering the field of New England. Besides these the speaker named the Pennsylvania, the Baltimore & Ohio, the Chesapenke & Ohio, the Big Four, the Norfolk & Western, and the New York Central system, including the Lake Shore and Michigan Southern and the Michigan Central, as well as the Nickel Plate and West Shore. He added that he was not informed as to what the exact form of the combination would be whether it would amount to actual consolidation or not-but it would certainly be of such a nature as to prevent future competition and a consequent cutting of freight and passenger rates, his, he thought, however, was only the beginning, and it was his conviction

that other roads may be taken in later, both in the South and West. For two or three days th



stimulates the hair follicles, supplies the roots with energy and nourishment, and makes the hair grow when all else fails. Sold throughout the world. Powrsn D. AND C. ConP., Bole Props., Boston. "How to liave Bosutiful Hair." free.

General Freight Agent Henry of the Rio Grende Western will leave for Kansas City tomorrow. , passenger agent for that company, with headquarters at Salt Lake City. This appointment has been expected for some time, and is, therefore, no sur-prise. Mr. Heintz was chief clerk to General Passenger Agent Wadleigh, and since his resignation Mr. Heintz has been acting general passenger agent. He has been one of the promising young men in railway circles for some years his line. past, and lined up in the same class with T. E. Fisher, Charley Schlacks, C. F. Elliott, L. R. Ford and others who demand an increase of wages. have worked their way into recognition trainmen of the eastern end have adopted a schedule formulated by the and have been appointed to responsible positions. Mr. Heintz came to Colwestern employes. orado when George Ady was appointed general passenger agent of the Denver During the year 1899 the Union Pa-cific sold 906,000 acres of land, appor-& Gulf railway, entering that office as chief clerk. His advance was rapid tioned among the States as follows: as he became acquainted with the pas-Utah, 297,000; Wyoming, 285,000; Color-ado, 157,000; Nebraska, 100,000; Kansas, 67,000. The company still has over senger situation in this territory, and his knowledge and ability to handle passenger traffic puzzled some others 7.000,000 acres left. of longer experience. George has never indicated an element of ambition, bot graphers of the Denver & Rio Grande met yesterday with Gen. Supt. Sample and the proposed readjust-ment of wages was accomplished speedit seemed to be just natural for him to know just how to handle passenger traffic. His many friends in Denver

will be pleased that he has been installed definitely in the Western office with the coming of the new year."

traffic.

New Road for Oregon.

Articles of incorporation of the Hilgard, Granite & Southwestern Railway company were filed at La Grande, Ore., At a meeting of the stockholdtoday. ers the following officers were elected: President, Robert Smith; vice presi-dent, F. S. Stanley; treasurer, J. M. Church; secretary, E. W. Bartlett, all of La Grande.

The road will start from Hilgard, a point on the O. R. & N., seven miles west of La Grande, and run up the Grande Ronde river, sixty miles to Granite, the center of a very rich min-ing district. It is announced that work will begin next Monday, and that the road will be pushed to completion. RAILROAD IS THE AGGRIEVED.

Conductors on Denver & Rio Grand Get Pretty High Pay.

control the products of that rich region. The line would leave Utah at the south-Among the employes of the Denver & west corner. Rio Grande now presenting their grievances to the general officers in Den-**CLASSES FOR MISSIONARIES** ver are representatives of the conduc. It seems that they have a pretty tors. "soft snap" of it, though, if the officials are believed, and that the railroad company is the real aggrieved party.

L. D. S. College Announces a Special Course

feet.

THE FIGHT WAS STOPPED.

and schedules they are simply amazed and protest that the very best men in the country can be secured for much

less, but when we tell them how we get along by paying such wages and our desire to keep just a little ahead of

anybody else they simply grumble and don't express much satisfaction. Now

the end of all this is right here. If this thing keeps up much longer the men who own the road will insist in a change

of officers and then the men in the

harness may find a different set of

RAILROAD NOTES. The new 1.000 engines, with loaded

Foreman McCarthy of the Union Pa-

cific's Cheyenne shops has tendered his

The Archer hill cutoff of the Union

Pacific has been successfully located by

E. H. Dewey, general manager of the Boise, Nampa Valley & Owyhee rail-

The grievance committee of the tele-

ily and without the least friction. The

complaint of the operators was that

the wages allowed at various stations on the road was based on the business

done several years ago, while in many

instances the work required has great.

ly increased. The new schedule will cost the company about \$80,000 per year

The route mapped out by the West-

ern's surveyors on the southern exten-

sion, and the grades encountered, runs

from Iron City to Vailley, on 42-foot

grade; Valely to Pinto summit, eleva-tion 6,500, on 90-foot grade. Summit to

Mountain Meadows, down grade, 79

4,680 feet, on 406-foot down grade. Over

Beaver Dam mountains, elevation 4,200,

on steady down grade to Muddy river

crossing in Nevada, on 53-foot grade

Distance from Iron City to Muddy crossing is, by this route, 140 miles. It

would traverse Washington county and

From Meadows to elevation of

more than that previously in force.

tender, weigh 301,000 pounds.

people to deal with."

resignation

the surveyors.

road, is in town.

Police Interfere in the Proposed Neill=O'Brien Mill.

Police Captain in Charge of Contest Thought Knockout Blow Had Been Given.

A San Francisco dispatch of yesterday says that police interference ended the Neill-O'Brien fight at Woodward's pavilion last night in the middle of the fiftcenth round. The end came so suddenly and the confusion was so great that it is difficult to say just what happened, but to an impartial observer it appears that the police captain in charge of the contest lost his head when he thought Neill was about to be knocked out, though he claims O'Brien gave Nelll a palpable foul from his point of view.

The Union Pacific has presented the University of Wyoming with fifteen acres of land. Up to the very last minute of the fight it looked as if Neili would win whenever he made up his mind to go James T. Dunn, superintendent of motive power for the Oregon Short in and mix matters. He forced the pace after the third round and allowed Line, has returned from the East, where O'Brien to wear himself out with ineffectual leads, which he ducked, blocked or took them without serious he investigated the construction of some of the new equipment ordered by harm to himself. In the in-fighting Neill showed to advantage, his blows having much more force behind them. It is said that train service men on the Southern Pacific out of Ogden will O'Brien impressed the 2,000 spectators

as one of the cleverest boxers and shifty ringsters ever seen here, but he lacked hitting powers. At long range sparring he showed to great advantage, landing both right and left with wonderful quickness, and in uppercutting he was a revelation. With all his clev-erness, however, it is the opinion of a great majority of the spectators that he would have lost had the fight gone a few more rounds, as he was weakening fast

In the fifteenth round O'Brien landed a short arm left blow on Neill's solar plexus, causing the latter to stagger and drop his hands. O'Brien was upon him in an instant, sending in both right and left on Neill's face and body alternately. Nelll staggered about the ring, protecting his face as best he could, when the police captain jumped into the ring and waved the men to their corners

The referee did not interfere and he was disposed to let the fight go on, Neill braced up and motioned the cap-tain out of the ring, but the officer persisted and sent the men to their

Neill was seen in his dressing room after the fight and said he had been struck in the groin while in a clinch. though he showed no signs of such

O'Brien said he landed a fair blow on the solar plexus at close range, and is dissatisfied with the ending, believing he would have won but for police in-terference. "All I want is another chance to prove it," said O'Brien.

WHAT LIPTON WILL DO.

In 1901 He Expects to Issue Challenge for the American Cup.

London, Jan. 5 .- A report is published here this afternoon that Sir Thomas Lipton has issued another challenge for the America's cup, but a repre-sentative of the Associated Press learns that the situation remains as cabled Dec. 23. Sir Thomas' plans for 101 are making progress, but he has here this afternoon that Sir Thomas New York, Jan, 5 .- David Barrie, the American representative of Sir Thomas Lipton, said today: "No challenge has been issued. Sir Thomas will issue a challenge, however, for 1901, but he cannot do anything until Mr. Fife has completely recovered. Then the challeage will come through the Royal Ulster Yacht club. "I had a letter yesterday from Mr. Fife in which he said that he is now so far advanced on he road to recovery that he is able o be about on crutches. He has had a hard time of it, but will soon be ready for business. In spite of all the Watson talk, I know now that Mr. Fife will have the refusal of the designing of the new challenger I do not believe that he will refuse. He built a good boat the last time, and it is only fair to him that he should have another chance to win. 1 may say, in fact, that Mr. Fife will design the new boat. I expect Sir Thomas Lipton himself will be here in February.



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Suffering with Rheumatism **Exhausts Nerve and Strength** PAINE'S **Celery Compound** CURES

en persistent rumors in Wall street that a railroad combination of the first magnitude was impending, but there has been much mystery as to the identity of the roads concerned. While the stories printed from time to time of a consolidation of all the railroads of the Middle and Eastern States may dismissed as impossible, the trend of the times is toward unification and harmonious agreement. The last two or three years have witnessed the unicontrol.

The Rutland road is intirallroad. mately connected with the Fitchburg, the latter property. These negotiations were not successful, and the Cenbany on a long lease. Advices from road was in negotiation for the leasing of the Fitchburg. With the Fitchburg the Boston & Maine would have a

But Wall street opinion has coin-cided with the view of the Tribune's informant, that the Boston & Maine were soon to pass under the control of although it may not be taken over by any other company, is still not likely to a disturber of harmony, for J. Pierpont Morgan and Senator Depew among its directors and another is William Rockefeller, who recently enover, the New Haven road is in close business relations with the Pennsylvania, between which systems and the New York Central a compact of unity exists.

an important agreement had been enment as a result of which it is gen-

marked movement in Chesapeake &

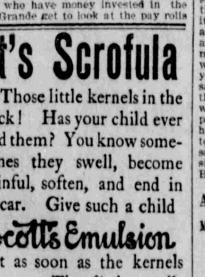
Denver Newspaper Thinks His Appointment a Very Fitting One.

"We have a number of instances to ite," said one official. "It is not well cite.' known, but it is nevertheless a fact that some of the conductors work about one-third of the time and get \$125 a month for it. Where is there another business that pays such wages? Four passenger trains out of Denver-Nos, 1 2, 3 and 4, are examples. There are six crews for the four runs when four could do the work and five would give a reasonable amount of rest. Under the present schedule a man leaves Den-ver at \$:30 Monday morning and gets to Salida at 3:29 in the afternoon-say seven hours and a half. He has the afternoon and night to himself and leaves on the return trip at 7:55 o'clock Tuesday morning, getting into Denver at 2:25 in the afternoon. Then he has the rest of the afternoon and the whole of the next day and two nights until Thursday morning, when he repeats the His next trip is the following trip. Sunday. The three men on trains and 4 do about the same, the difference varying only a few minutes. I don't know of a road in the world where such pay is given for so little work. If the Rio Grande was inclined to do so it might cut off one of the six crews and make five handle the four runs.

"Now a word as to the engineers. The Rio Grande has always been willing to them to afford a little rest occasionally. a chance to make a trip? No matter now tired they are they want more-

runs being hard.

But there is a limit. Why,



of Twelve Weeks. Under General Board of Education-Subjects and Instructors-Jan.

15 to April 5.

In accordance with a resolution of the Church board of education, the Latterday Saints' College has announced a course of study for intending missionaries. From Jan. 15 to April 5th, of the present year, the college offers a brief but comprehensive course in the four standard works of the Church. The studies required of all who take the course are: (1) "Themes and Arguments," based upon the Compendium and Ready References and missionary tracts; (2) "Articles of Faith," using Talmage's new text on the subject; (3) "Book of Mormon Studies," using that work and Reynolds' "Story of the Book of Mormon," for reference; (4) "Church History," a course of lectures on the founding and development of the latterday work; (5) "Singing Practice," daily drill on hymns suitable for missionary meetings; (6) "Practice in Speaking;" (7) A brief course in Old Testament history, and in special New Testament topics are offered as optional studies;

the class in "Themes and Arguments:" President J. H. Paul conducts the "Practice in Speaking" and the New Testament studies; Instructor Philip S. Maycock has "Articles of Faith;" Elder Horace Ensign gives the training in

A SALT BONANZA.

the World's Demands.

lly falling on account of the large vol-Conservative calculations of Accepting this estimate as apurce of salt pales in comparison with

Nine Applicants.

take Teams in Hand.

A dispatch from Indianapolis says: James Rominson, athletic trainer for Yale, who is in this city, today said that he has received an offer from Princeton and will sign a contract to train Prince. ton's teams about Feb. 1. Robinson went from Princeton to Yale about ten years ago. At present he is on a tour with the Yale basket ball team.

Livingston.

Jack Livingston, known as th



"I have been troubled with rheumatism for over twenty years and had tried the most skillful physicians in our State without any relief when I began taking Paine's Celery Compound. Before I had used half a bottle, I was relieved. It cured my rheumatism permanently, and I believe it will cure any case of rheumatism."

