

DESERET EVENING NEWS

PUBLISHED EVERY EVENING.
(Sunday Excepted)
Corner of South Temple and East Temple
Streets, Salt Lake City, Utah.

Horace G. Whitney - Business Manager

SUBSCRIPTION PRICES.

(In Advance)
One Year \$3.00
Six Months 2.00
Three Months 1.00
One Month50
Saturday Edition, Per Year 2.00
Semi-Weekly, Per Year 2.00

Correspondence and other reading matter for publication should be addressed to the Editor.
Address all business communications and all remittances to
THE DESERET NEWS,
Salt Lake City, Utah.

Entered at the Postoffice of Salt Lake City as second class matter according to the Act of Congress, March 3, 1879.

SALT LAKE CITY, APRIL 24, 1907.

A BUMPER FRUIT CROP.

It will be reassuring news to the Utah public that the prospects point to a bumper fruit crop in this state for 1907. The low temperature and extreme frosts which followed the continental snow storm of last week were not so marked here as in surrounding states, and the local loss on that account will be comparatively light, according to reports received by the board of horticulture officials. In the opinion of some orchardists the frost has been a decided benefit in Utah, as it thinned out the buds which were too numerous as to guarantee a very heavy, but not so good a yield, from the viewpoint of quality, as is now certain to be gathered. The earlier varieties of strawberry plants suffered somewhat, but it is reported that only a small percentage has been materially damaged in the Salt Lake Valley, and that in Davis and Escalante counties there will be no loss whatever unless another cold spell shall come, and that is not considered likely. Utah, it will therefore be seen, is particularly fortunate. Not so with neighboring states, which, according to the dispatches have suffered greatly. In some localities the loss is almost total and horticulturists are in distress accordingly. Unless the early reports of damage elsewhere shall prove to be exaggerated it is very clear that Utah will be called upon to supply the intermountain markets the coming summer and fall, and that high prices will probably prevail. Home fruit growers should have a profitable year.

GET ACQUAINTED BANNER.

The periodical pilgrimages of Salt Lake business men and their friends into the leading cities and towns of this and adjoining states, with the "Get Acquainted" banner at their head, are decidedly beneficial. They make for unification of effort. They speak for the spread of community friendship. They plant the seeds of home industry support. They sing the song of a greater Utah. They preach the doctrine of how that can be accomplished. And lastly they are pleas for peace and wider and better friendship. So we are glad to see them. There cannot easily be too many of them. The hundreds who went north today are being royally received, according to "News" reports from the various towns through which they passed. At Logan, their destination, they are assured the best sort of a time. The hospitality of the Cache county metropolis is far famed and the strangers within the gates of that pretty, picturesque and bustling municipality, will have need to rest their arms tonight as a result of the hearty and frequent hand claps they will have received during the day. When they return home it will be with the success of the "Get Acquainted" idea deeply rooted in their minds, and with the banner of the movement waving proudly at the head of the procession, where it should remain until the benefits sought to be obtained are manifest to all.

ENGINES OF WARFARE.

Coincident with the movements for peace among the nations is the progress they are making in the improvement of all manner of machinery for purposes of warfare. Never in the history of the world has there been so much attention paid to the manufacture of the engines of destruction as at the present time.

One of the most terrible devices ever conceived by the mind of man, is the dirigible war balloon, an aerial vessel which can be loaded with great quantities of dynamite and steered through the "ether deep" at a distance from six hundred to a thousand feet above the earth, and made to drop its deadly explosives over cities, towns, or fortresses where the most damage will be done. The havoc that one of these might cause is too dreadful to contemplate, and already airship destroyers are being planned to checkmate them, just as torpedo boats are utilized for the destruction of the mighty water craft with which the naval battles of the present are fought. If this time ever comes with the fierceness that some experts expect, the very horrors of warfare may do more to promote peace than all the measures now in operation for that purpose. But the war masters evidently believe in the effectiveness of aerial machinery. Even now, France, which is acquiring a fleet of airships, is also providing a formidable equipment of war cars. These are steel-clad motor cars, some of them with revolving turrets, carrying quick-firing machine guns and capable of a speed ranging from thirty-five to forty miles an hour. These war cars are curious-looking contrivances—massive, without ornamentation and grimly ugly. There are many types of them, but whatever the type, they are variable, swiftly moving fortresses, built with a design to be used both offensively and defensively. France is not singular in acquiring an outfit of these nickel-clad fortresses; Germany is equally active and enterprising.

The Scientific American, contains an article descriptive of these gigantic portable fortresses and says that "their great destructive force, combined with their mobility, bids fair to introduce an entirely new element into the warfare of the future; and it is believed in many of the war offices of the world that these are merely fore-

runners of veritable land Dreadnoughts, capable of destroying entire cities that lie in their track." In the last maneuvers of the German war cars it is said that "there were dozens of weird-looking wheeled fortresses, which pursued one another up hill and down dale. They circled around one another in intricate convolutions, changing speeds and belching forth what appeared to be terrific hails of lead."

In view of all these tremendous war preparations it can be easily seen that it is possible for the next great conflict at arms to be so horrible as to cause all others to pale into comparative insignificance. It may be, as President Roosevelt says of large navies, that they are the best conservers of peace and that they may become "an insurance against war." Whether they will or not, it is about time for the nations to take notice of the disasters that may be wrought and to consider the question of complete disarmament. But there is no more hope for that in the immediate future than there is in the thought that the Czar of Russia will abdicate tomorrow in favor of a republican form of government.

GOOD FOR GOLDFIELD.

That is cheering news that tells of the settlement of the strike trouble at Goldfield, and of the resumption of work in the mines of that famous camp. For more than two months the situation has been decidedly tense there. At times it was very grave, and the dropping of a match or untoward remark could have precipitated disaster. It is to the distinct credit of the citizens that they preserved the peace as well as they did.

The loss that has come to the town is great, and the only redeeming feature of it is the experience it has furnished. There will be no more strikes in Goldfield on pretext such as caused the one just adjudicated. Hereafter when there are problems to be solved between employers and employees the prospects are that they will try and adjust their differences without closing down every mine in the district. The long period that work was suspended proved a costly campaign to many people, and in more than one case practically forced men out of business. Of course, the big mines were able to stand it. The wealth they will yet produce, and that which they will yet yield, was the guarantee for that. It was the business man who had just got a start, and the working man with all outlay, and no income, who fared worst. And that is always true. The lesson that Goldfield has just learned in this respect is one that every community in the country, which has gone through a like struggle, has learned. Nevertheless everybody is heartily glad at the outcome, and to those who finally brought harmony out of chaos, work out of idleness, and good feeling out of strife, the Deseret News desires to extend sincere congratulations. Goldfield is a great camp and it deserves a better growth than can possibly come to it under disturbed industrial conditions.

AN EXPENSIVE PRISONER.

Abe Ruef, king pin of the San Francisco grafters' combination is proving an expensive character to the citizens of the Golden Gate metropolis, while in jail, just as he did when he was enjoying his fullest liberty, and while others were the ones behind the bars.

Ruef must live well wherever he is, and he is living well now, though, according to reports he is perspiring perceptibly at his detention. But detention or no detention he has his elaborate menus three times a day with bottled and other "delicacies" thrown in. And then he is permitted to have his own valet and waiters, until the total cost to the city, out of whose funds he has become a modern Croesus, is called upon to foot a bill of seventy dollars per day. Surely here is an instance of a man being able to laugh at locksmiths and make merry at whatever fortune brings. But even San Francisco sentiment appears to be crystallizing against such prodigal treatment of her "distinguished" prisoner, and the people are crying aloud that there is no reason why he should be treated differently from "the rest of the gang," and that the total cost of his keep should not exceed twenty-five or thirty cents a day, or whatever the per capita average for prisoners amounts to. But Ruef knows the ropes and he knows who pulls them, and while he does is likely to remain, in or out of custody, a "boss" who has to be reckoned with. But there must be times when the seventy odd "counts" found against him are a heavy load. It is not probable the city will always contribute as freely to help him bear it as it is doing at present. The regular prison fare may yet be his.

AS TO FEDERAL CONTROL.

The views of Martin A. Knapp, chairman of the Interstate Commerce Commission, are entitled to earnest consideration, no matter what subject they may relate to, for he is a very brainy and resourceful man. As applied to railroads they are deeply interesting. It is worthy of note that he says federal is far better than state control of the railroads. His reasons may be briefly and succinctly summarized as follows: To his mind the most serious and difficult phase of the situation, and the greatest menace to the needed development of the railroad systems of the country, is the hostile attitude of the states. Manifestly such control as they continue to exercise must, he thinks, be subordinated to that larger control which belongs to the Federal government. For this reason he has long believed that actual control by the Federal government, under well conducted and workable laws, a control which satisfies the demands of interstate commerce, will tend strongly to restrain the legislative activities of the states within proper limitations. The re-incorporation of the railroads, under an act of Congress, or some plan of Federal license, such as has been proposed, although it would not limit the actual power of the states, nevertheless, as a practical matter, would have a potent influence, he declares, in preventing improper legislation by the

states, and bring state laws into harmony with Federal laws. Moreover he is inclined to anticipate such adjudications by the United States Supreme court, as cases arise in the future, as will, by the principles announced, and the authority upheld, greatly restrict the practical field of state control.

OUR COUNTRY'S SONGS.

The public interest attaching to our country's songs and their origin is always marked. In the "News" of Saturday we gave the circumstances under which "The Star Spangled Banner" was written, and how it resounded through the streets of Baltimore soon after it came from the printing house. While there is not the same stirring incidents to chronicle with all the others, it is true, as narrated in Maxwell's Teller, that most of our national songs were written at some point in our history when events called them forth. The origin of many of our popular airs seem to have been associated with some peculiar circumstance. In the year 1873, when war with France seemed probable, the well-known song of "Hail Columbia" was written by Joseph Hopkinson, a young lawyer of Philadelphia. Gilbert Fox, a young actor and singer of some note, was about to have a benefit performance in a Philadelphia theater, and he asked Mr. Hopkinson, who was a friend of his, to write a patriotic song for him to sing at the benefit, to the tune of "The President's March," then a popular air. The request was made on Saturday afternoon, and the song was to be sung on the following Monday evening. Mr. Hopkinson consented, and the theater was packed with people. The song was received with great enthusiasm. Mr. Fox being needed eight times to sing it. After that it spread everywhere and became the popular song of the time.

The "Black Hand" never lets its white hand know what it is doing.

The New Thought followers rarely bring forth a new idea.

A man who carries concealed weapons is in a measure a concealed enemy of society.

There seems to be something more than mere smoke in that Tennessee tobacco war.

Mr. Will Lillibridge has written the romance of a good Indian. Of the dead, say nothing but good.

Spain has outlined a program for building a powerful navy. Rather a Quixotic idea, is it not?

The Central American controversy is no nearer a settlement than ever. It would seem that, like the poor, it is always to be with us.

Aeronauts on the Atlantic coast have been warned that if they go too high the air currents are very liable to carry them out over the ocean. Aeronauts are frequently all at sea or else up in the air.

The fame of the Nina, Pinta and Santa Maria will be far more enduring than that of all the mighty battleships now assembled in Hampton Roads. Theirs was a mission of peace in search of a new way for the world's commerce.

The Chicago authorities have determined that in future crooks who are sentenced shall be sent to the rock pile and not be let off merely with a fine. The same policy should be pursued in our own city. It would do more to clear out the crooks than any number of fines.

At the John D. Crimmins sale a notable set of the signatures of the signers of the Declaration of Independence was bid in. It was said, for William R. Hearst. Presumably, he thinks that the signatures of the signers of the Declaration of Independence will strengthen the Independence league.

When King Edward sought entrance to the church of Santa Chiara, Naples, the knock at the door was responded to by the reply, "Be gone in peace; there is nothing for you here." His majesty laughed heartily at being taken for a beggar. That laugh was heard round the world, being a touch of nature that makes the King kin to all man.

The president of the Pittsburg and Tube City railway testified on the witness stand that he had seventy thousand dollars taken out of his pocket while he was talking to the city councilman who was known as the collector for the grafters. And this railway man made no complaint to the police and never had a suspicion as to who the thief was. Such trusting innocence is a beautiful thing, too beautiful for such a dirty, wicked place as Pittsburg.

In a letter addressed to Honore Jackson of Chicago, chairman of the Cook county Mayor-Haywood conference, President Roosevelt replies to the criticisms of his recent letter in which he referred to Moyer and Haywood, officials of the Western Federation of Miners, charged with implication in the murder of former Governor Steunenberg of Idaho, as "undesirable citizens." Summed up, the reply amounts to this: "If that be treason, make the most of it."

RUSSIA'S NAVAL INCREASE.

Cleveland Plain Dealer.
Russia is again showing activity in her navy department. She has decided to build several fighting monsters of the Dreadnought class and the czar and the grand dukes will give \$7,500,000 from their private purses to help the good work along. Hope springs eternal in the Russian breast.

LIMITATIONS OF ARBITRATION.

Indianapolis News.
No nation will ever consent to submit to arbitration a question involving its national honor, as, for instance, the surrender of Cuba by Spain. It was the czar who proposed to submit to arbitration the first conference at The Hague, and he was a party to the first great war that followed it. It is doubtful if Russia will ever consent to submit to arbitration any question bearing on her cherished policy of reaching the sea. The United States would never consent to submit to arbitration a question clearly involving the sanctity of the Monroe doctrine as she construes it. And so with other

questions and nations. International peace should be promoted, but war can never be wholly abolished.

THE SOUTH AND THE DEMOCRAT.

New Orleans Times-Democrat.
Sectionalism is gradually dying out from one end of the country to the other. Every good American is anxious to see it go, even to the uttermost remnant. For that reason nearly all southerners would deplore anything that tended to revive old rancors. They are content to wait, even though it involves renunciation of enticing possibilities, if the patriotic unity of the nation may thereby be confirmed. We have men among us who would, no doubt, make excellent presidents. Incidentally, it may be remarked that the hour is not yet here to nominate a southern man for president, or to place the southern view of the race question in a national declaration of Democratic principles.

ENGLISH JURORS.

Chamber's Journal.
The scale of remuneration of English common jurors is absurd. In a civil case in England a common jurymen is allowed five shillings a day for "a view"—that is, for inspecting any property or thing in dispute—but otherwise he is in law, not entitled to any remuneration. It is usual, however, in the high court to give him a fee of one shilling, and in the county court eight pence. Special jurymen receive much higher remuneration. The fee in the county court is one shilling a case, in the mayor's court two pence, and in the London sheriff's court four pence. But English jurymen have been accorded some highly important privileges. The juror is sworn to give his verdict in the discretion of the judge, he is allowed the use of a fire when not in court, and may also be allowed "reasonable refreshments at their own expense."

JUST FOR FUN.

A Rude Interrupter.

"The feelings of a woman are far deeper and finer than those of man," cried the lady orator in a fiery tone. "We are told by those who style themselves the stronger sex that we are much inferior. Is that so?"
A loud chorus of "No!" from the ladies greeted this question, and the orator went on:
"I say that woman feels where man thinks."
"What the reason your husband is bald?" inquired one of the few male members of the audience.
It was lucky for him that he got two seconds' start in the race for the door.—Pearson's Weekly.

Another Kentucky Horror.

"Colonel Allgore seems to be taking quite a shine to the rich widow of a pickle manufacturer."
"No, she's taking a shine to him. He told me the other day, with a very free, that she was his sour mash."—Chicago Tribune.

Genius.

Mrs. Kawner—How is Johnny getting along as the grocer's clerk?
Mrs. Crossway—Well enough I guess. He can tie up a package with a knot that you can't untie to save your life, and yet it'll come untied itself as soon as you get on the train with it.—Chicago Tribune.

She Flew.

Lieschen—Mother, can angels fly?
Mother—Yes, child.
Lieschen—Then I suppose nurse can, too, because papa calls her "angel" the other day.

Mother—Oh, did he? Then she certainly will fly this very minute.—UK.

The Only Sure Way.

"What, then," asked the new clerk, "do you consider the best method of keeping books?"
"There's only one sure way," replied the old hand.
"And what's that?"
"Forget to return them."—Philadelphia Press.

Nothing Funny About Him.

"Pleasure! Pleasure! Pleasure!" roared the irritated husband. "Always thinking of pleasure! Can't you think of me once in a while?"
"All right, George," she answered sweetly. "I will think of you occasionally. Then you can no longer accuse me of thinking of nothing but pleasure."—New York Telegram.

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As PUCK in

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A MIDSUMMER NIGHT'S DREAM

Prices—Evening, 50c to \$1.50; Matinee, 25c to \$1.00.

Next Attraction: Thursday, Friday, Saturday and matinee, HENRIETTA CROSMAN in "All of a Sudden Peggy Sue."

Next Week: Augustin Daily Musical Co. in "A Country Girl" and "The Girl of the Year."

Sale Friday.

Next Week: The Military Drama, "THE CHERRY PICKERS."

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LYRIC THEATRE.

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Superlative Attractions
The Great Bullivant & Conside Show Headed by the Famous Noll Andrews Grand Opera Trio.
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Evenings two performances, 7:30 and 9:15. Matinees, daily except Sunday, "Get The Lyric Habit."

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Bert Fuller will drive a Ford Automobile 1 mile against Charlie Wilkinson on Roller Skates. Monday, Wednesday, Friday, April 22, 24, 26.

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Morning, Afternoon, Night.

Ladies will be charged 10c admission for this event.

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A MAGNIFICENT showing of new wash stuffs that is particularly attractive, and comprises the newest weaves suitable for every purpose. There is no end to the variety