#### DESERET EVENING NEWS: SATURDAY, OCTOBER 29, 1904.

PROMINENT PERSONS.

Miss Fiora Wilson, daughter of the sec-

retary of agriculture, will study vocal

The Grand Duke Constantin is one of

Russian's favorite poets. He won a rec-

ord as a fine soldier before he began to

The fortune of the house of Bis-

marck-Schoenhausen passes to a seven-

year-old boy. He bears the Iron Chan-

n dwarf. The death of ex-Mayor Franklin Ed-aon of New York, whose term of office was in 1824, leaves Edward Cooper, Hugh J. Grant, Thomas Gilroy, Rob-ert A. Van Wyck and Seth Low as the

music in Paris this winter.

cellor's name of Otio,

write verse.

# saint Paul Plans for the Pacific Coast.

Mottat Road, Which is Coming to Salt Lake, is Included-Another Line Through Wyoming, Idaho and Oregon-Many Surveys Quietly Made and Work to be Done Within Three Years, is Report From New York.

## BIG NEWS IF TRUE.

The accompanying article is written by a New York newspaper and railroad man who vouches for the accuracy of what he says. If his prognostications are correct the story has the greatest news value. If they are merely speculation they are only valuable in propartian to the correctness of his conclusions. However, it is believed that there is considerable ? truth in what he says and the Dezeret News commends the article to the careful consideration of its patrons for what it is worth. It will certainly make most interesting rending to railroad and businesss men throughout the wort.

### 

Special Correspondence. New York, Oct. 26 .- From Information believed to be trust-worthy your correspondent has I learned that the Chicago, Milwikke & St. Paul Railroad company hi two distinct plans to reach the Padic cosat, one to reach the northern peti and the other to reach San Frandea. Three years is the time that is st for the completion of both lines, ad the directors of the system believe est within that time S. Paul trains ril enter Seattle, Portland, and San

petalls are as yet incomplete, and relate are as set incomplete, and reliertainly remain so for some setts at least. The management has neared to a from the beads of gravital has in fact been reports from twenty or whing AL , more than a year. girly peop. but he reach of all this reporting has minty peopyet been arrived at. to first to the general manager's ofa later to the office of the president. tex later to the office of the president, the to the executive committee of the company and last of all to the board of directors. It is stated that the board of directors has not yet taken any cog-niance of any reports. By the time the matter comes before the board it will be in shape to be put in exe-cation. In all probability the board will dispose of it in one meeting of an bour dispose of it in one meeting of an hour er two. All the selection of routes, estimates of cost, decision as to weight stimates of cost, derivative of track — in fact all the necessary details, will be practi-cally settled before the board of di-rectors officially hears of the project

at all. This is the meaning of the "official When denials" so often circulated. When it is announced that the St. Paul board "has not heard of the project to ex-tend to the Pacific coast" the anent is technically the truth and nothing but the truth.

#### OUTLINE OF SCHEME.

Neverheless, the general outline of the scheme is pretty well understood in efficial circles. The plan contem-plates the building of one entirely new

not furnish sufficient traffic to justify the line. In building such a line the SLPaul must manage to create a transcontinental that will afford lighter grades than the grades of Northern Pacific or the Oregon lines of the Harriman system. These have not been found, so far as can be learned. It is known that theusands of dollars have been spent on the surveys through this territory, but have so far failed to find the desideratum. In each case surveys have run into mountain "pockets," or have come squarely upon ranges that present a practical "impasse," so far is low grade route is concerned. One res port is said to have suggested a crossng of a thousand-foot mountain by a 'lift," similar to that used on the Bal

neering resources will be called into play by the task of creating a low grade ine across these titanic ranges

imore & Ohio in the mountains of West Virginia. It is quite possible that some entirely new and never-heard-of engl-

LINE WAS SURVEYED. The route, as originally laid down by

the projectors of the northern route, contemplated the extension of the Sloux Tity branch of St. Paul from Platte, S. D., westward, crossing the Missouri rivbelow the confluence with the White iver, and the following of the White iver valley, on the south shore, some o miles due west, crossing the finte on of South Dakoia south of the Black The first surveys corried the line ass near the meeting of the Big and Laramte ranges, in central umlag. At this point great difficul-were met, but the line was surveyed nd reports on It were turned in to the

West of this point the ranges run northwest and southeast, and the general direction of the route will follow the contour of the ranges. This much is settled. There are, however, six of seven separate and distinct folds in the mountain country, all running in the same general direction, all making valleys rich enough in themselves o support good local lines, and apparently of equal merit a possible trans-continental rights of way. Between these no choice has yet been made by St. Paul. Any prospector who settles in northwestern Wyoning on the sup-nositions that he is not be the position that he is going to be on the St. Paul right of way may have his trouble for his only reward. The choice will ultimately be made on the onditions at the other end of this di-ision of the road. Which ever route vill give the system the best egress rom Wyoming will undoubtedly be hosen. The line will cross south of the National park, and run from the state line northwest to cross the Oregon Short Line Snake river spur some place near its northern end.

PORTLAND OR SEATTLE.

A well defined plan has been worked out for the western end. It depends largely upon the difficulties encountered in local politics and local policies whether the main western terminus of the road will be at Portland or at Seattle. The report published recently that both cities are to be sidetracked in pates the building of one entirely new favor of Bellingjam Bay, of Whatcom, ins from the eastern boarder of South Decta through Wyoming, Idaho and plans of the St. Paul management. These northern ports may be reached Route. by branch lines, but the main terminus certainly be at either Portland o tle. There is a strong preference Seattle. for Seattle over Portland, but condi tions may arise which will make the preference jump the other way. In any event both cities will be reached by St. Paul freight trains, whether over system's own lines, or as Canadian Pacific now reaches Seattle, namely over fereign lines. If, for instance, it should ultimately be decided to make the western headquarters at Seattle, Portland would be reached over the Northern Pacific: if Portland should be the headquarters, St. Paul would reach Seattle over Northern Paeifle or by a spur line of its own. TRANSCONTINENTAL FREIGHT. As before stated, this matter remains The chief engineering difficulties be- to be decided by conditions. The one

wide in particular in the mountains west of the Dakotas, the securing of facility for the mountains west of the Dakotas. fore the company west of the Dakotas, the mountains west of the Dakotas, particularly in crossing Idaho. The line the company would like to take would carry it across the Bitter Root best facilities, with the largest possiranges, south of Northern Bucific and lying well north of the Union Pacific and allied lines. This route, so far as re-ports to date indicate, would be not only too expensive to build but would but would be not build but would but would be not build but would but would be not build but would but The whole Cascade range was gearched from end to end, and it may be added that nothing was found that can possibly serve the purpose unless some engineering feat of a perfectly unique and daring character be undertaken. Either a lift or an incline railway project is almost certain to be needed, unless the relationship of the systems allow the St. Paul to cross the mountains either via Northern Pacific or Great Northern. In such a case the route will be considerably altered from

#### the contour as projected to date. AS REGARDS SALT LAKE.

The southern extention of the road is already pretty well understood. The Moffat line is being built from Den-ver to Salt Lake, but the western djvision will not be completed possibly for many years. The connection at Glenwood Springs with the Rio Grande will give a better connection, so far as the St. Paul is concerned, than

vould a direct wester line to Salt Lake. The project carries the line south of Salt Lake, missing Salt Lake City by many miles, connecting at Thistle Junction with the Marysrale line of the Rio Grande Western, which is to called the Rio Grande division o western Pacific, and will be sold Mr. Gould to the Western Pacific in much the same way that the Cal-ientes division of the Oregon Short Line was sold to Senator Clark. In return, Mr. Gould will take a large have in the cost of Western Pacific. MOFFAT'S STATEMENT TRUE.

Both these lines will be independent inally, and will be used alike by

Goulds and the Rockefeiler roads Paut, Missouri Pacific, Colorado & Southern and, possibly by arrange-ment, Rock Island. They have been built with money whose suppliers wanted nothing else. The more traffic comes to the new roads the better the owners will like it, whether the traffic comes from Missouri Pacific, Rock Island, St. Paul or Northwestern, Island, St. Paul or Northwestern, When Mr. Moffat states that his road is to be entirely independent he prob-Island, tells the literal truth. He does of bowever, mean that he will not of traffic under special contract from other lines. He knows perfectly well what lines will give it to him, and he has known it for many months, in fact since before the project was actually

#### WHY HARRIMAN BOUGHT.

The general contour and rout of the Western Pacific and the Denver & Northwestern are pretty well known. The line from Denver via these two lines, south of Salt Lake, through Beckwith Pass or another pass now being surveyed, will shorten the route from Denver to the harbor of San Francisco by about 149

miles, and in addition will cut out the Leadville grades and eliminate the expensive railroading of the Central Pa-cific. The route will be so much cheapor to operate than is the present route via Salt Lake City that the transcontinental rate situation will be entirely in the hands of the lines that will use the Moffat and the Wsetern Pacific lines. This is the reason why Mr. Harriman bought a half share in the San Pedro TREMENDOUS PROJECTS. The actual cost of these tremendous projects cannot be definitely stated. It has been closely estimated. The main line northwest will consist of practically 1.500 miles of 80-pound railroad. It will entail tunnels and cuttings of tremendous extent. Equipped, it will certainly cost the company, net, over \$45,000 per-mile. The branch lines of the far northwest will be cheaper and will follow easier rights of way. They will con-sist of light rail track, about 1,000 miles in all. The estimated cost of this northern division may therefore h roughly at the following figures: be put

surviving ex-mayors of the elty. Prof. Roentgen, who discovered the maryelous rays which now bear his name, has refused immense suins of money offered him by American pub-lishers for a book on what he himself modestly styled "a new kind of ray."

modestly styled "a new kind of ray." J. D. Curry of Fairmont. W. Va., a member of the Second West Virginia aavairy, attended the recent Buil Run reunion and recovered his gun, which he had hidden under a ledge of rock August 80, 1862. The ravages of time have destroyed all the wood of the gun. Joseph Chamberlain is not a graduate of any university or of any of the large public schools. At the age of 16 he was a full-fiedged business man. At 25, so repidly had his fortune grown, he was able to retire from commercial life, and devote himself to the study and prac-tine of politics. cellor's name of Quo, The empress of Russia, having a talent for caricature, has a sketch book filled with caricatures of all the members of the imperial court. M. Combes, the French minister, who has become famous by his war against the religious orders, has a big head, strongly-marked features, slopping shoul-ders and a bent back. Delcasse is almost a dwarf. The death of ex-Mayor Franklin Edtise of politics.

tise of politics. Lord Curzon's writing was so bad at Oxford that when he wrote to a rela-tive and to a friend with whom he was wont to be candid about that relatives shortcomings and put the letter in the wrong envelope no harm resulted. His kinsman couldn't read the letter, but surmised it must be a request for money and sent a check at once.



(ADVERTISEMENT.)

HON. JAMES H. MOYLE,

Democratic Nominee For Governor-Ilis Character And Ability.

Hon. James H. Moyle, the Democratic 1 nominee for Governor of Utah, is in all respects a self-made man. His character is above reproach, his ability beyand question. He was born in Salt Lake City, Sept. 17, 1858. His father was a native of England, where he embraced the "Mornion" faith as a youth, and came to Utah in the ploneer ays and helped to lay the foundations of this state. Being a stone masion by rade, his son James followed the same

expired in 1900 he was sent to the state, Legislature, where, as chairman of the committee on education, he aided in securing the establishment of a deaf and dumb school, reform school and agricultural college. He was sent by the governor to investigate eastern reformatories and was afterwards president and trustee of the Ogden Reform School. For years he served as direc-tor of the Deseret Agricultural and Manufacturing Society

Mr. Moyle retired from active political life for a time in 1890, the year in which he assisted in the last campaign



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 T-From Dencer and East. 10:40 a.m.
 T-From Denver and East. 10:40 a.m.
 T-From Oglen and the



Garfield \*Daily.

Gen'l Pass. Art.

and also the building of a new spur line to run rom northeast to southwest toward Desver, reaching the latter city and connecting with the Moffat line. The San Francisco will be over the Moffat line and the Western Paciffe, with which close alliances are to be established. The mysterious back-ers of the Moffat line were financiers connected with the City Bank in New York. Mr. Moffat, when he came to New York looking for funds to back his independent line from Denver to Salt Lake, found backing ready to his Mand in the shape of the ailled Standard OS-Rockefeller interests, whose rallmad plans for the future called for just such a route as that which Mr. Moffat PARINTON

A THOUSAND FOOT "LIFT."

(ADVERTISEMENT.) 

Total, 2.500 miles ......\$92,500,000

WORK WILL BE PUSHED. The estimated cost of the Denver & Northwestern and Western Pacific has often been published. They should not be included in the cost of St. Paul's western construction, because they will not be actually owned by the St. Paul, and the latter is not supplying all the

money for either one of them. Of the \$92,500,000 above mentioned. over \$40,000,000 will be raised at the out. set by the sale of St. Paul com-mon stock at about 150. The stock has been put up for that purpose. With this cash in hand the undertaking will take definite form and the work will be pushed. It will take several years to se up this amount of cash, and the future financing can wait upon develop-ments. There are plenty of firms and banks willing at any time to underwrite the work, advancing cash as needed on notes. No such difficulties will beset this road in building its western extension as beset Great Northern and Northern Pacific, or even Atchison and the Huntington roads. The roads will undoubtedly be built within three years,

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calling upon the Templé block, where the tather superintended the cutting of the ock. It was here, said the Hon. B. H. Roberts in his eloquent Theater eulogy

of the Democratic nominee, that he seemed to partake of the rugged qualities of the granite that he was wont to fashion into shape, while at the same time he was working night and day to obtain the education that has done much to make him the able and honored man among men that he is. In 1879 he was graduated from the University of Deseret, now the University of Utah. At this time he went on a mission to the southern states and on his return, in 1881, he resumed his studies and entered the University of Michigan, graudating from the law de-partment with the class of 1885. On Ön return to Salt Lake he was chosen assistant city attorney and deputy county attorney. The following fall he was elected county attorney and assistant city attorney. Before his term

of the old People's party. He Was chairman of the Democratic state committee during the succesful campaign of 1898, and conducted the special election the following April, when W. H. King was elected to succeed B. H. Roberts as congressman. Four years ago he was the Democratic candidate for governor. He is one of the leading attorneys of the city and interested in a number of commercial enterprises.

Mr. Moyle is also largely interested in livestock and agricultural pursuits and is one of the best known sheep raisers in the state; he is an active member of the Utah Woolgrowers' association, which he has long represent-ed, as legal advisar and has won for it some notable lawsuits. He is like-wise interested in and associated with the National Livestock association and regarded as one of its strongest menibers.

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#### Democratic Candidate For State Treasurer,

W. Barlow Wilson, the unanimous choice of the Democracy for state treasurer, is known to everybody in northern Utah, and enjoys a wide acquaintance in other sections of the state through the enviable record that he quaintance in other sections of the state through the enviable record that he has made as an educator. He is 35 years of age and comes of sterling pioneer tock, his grandfather, George C. Wilson, having taken a prominent part in in ogtan, the city of his birth, Mr. Wilson engaged in teaching, advancing the said building up of Utah territory. After graduating from the high school in often, the city of his birth, Mr. Wilson engaged in teaching, advancing and of the Weber county schools came to him unsought. Mr. Wilson was serv-party as the next state treasurer. He has always been a loyal, faithful and and liberal to in any way inject partianship into his administration of school states. There is no question that Mr. Wilson, if elected, will serve the state is faithfully and ably as he has served the people of Weber county.