DESERET EVENING NEWS: THURSDAY, JANUARY 18, 1906.



Superintendent of Rio Grande Western Loses no Time on His Arrival.

GETS OUT IN SPECIAL TRAIN.

Accompanied by Master Mechanic and Trainmaster He is Going Over The System.

Frank S. Elliott, who was yesterday appointed superintendent of the Rio Grande Western, with headquarters in salt Lake, is losing no time in getting acquainted with the system and employes of the road.

He arrived in Salt Lake last evening from Seattle and was out and about bright and early this morning meeting the local officials. By 10 a. m. he had ordered a special train and in company with William Donald, the master me-with William Donald, the master me-chanic, and Trainmaster L. C. Winslow he pulled out for Ogden with the in-tention of looking over the company property there to later return to Salt lake this afternoon and go on south. He anticipates that he will cover the He anticipates that he will cover the system by the time Gen. Supt. A. E. Weby returns from the Western Pa-cific meeting in San Francisco. Mr. Elliott is apparently built on the Geiger model, and that comes near be-ing the hall mark with Rio Grande train and operating men.

SPECIAL RATE.

Railroads Announce Reduced Fares From Five States to Salt Lake.

The railroads announce that a one-The railroads announce that a one-fare raile for the round trip will go into effect during the "See America. First" conference, to be held in this dy. Tickets coming into Salt Lake will be sold from Jan. 22 to Jan. 25, according to the distance from this city. The tickets returning will be good until Jan 31.—The states involved are Utah, lasho, Wyoming, Montana and Colo-ndo.

WESTERN PACIFIC.

Utah Construction Company Orders 88 Carloads of Grading Machinery.

The Utah Construction company has placed an order with the Western phaced an order mpany of Aurora, 111., for 88 carloads of scrapers, dumpers and other grading machinery for use on the west end of the Western use on the west end of the Western Pacific. Among the equipment pur-chased are 30 large rock dumpers, 150 large wheel scrapers and numerous other grading machinery. The first other grading machinery. The fir of this big order is now coming west.

CLEARING THE SITE.

short Line Now Tearing Down Houses For Freight Depot.

Now that the Oregon Short Line has practically completed its tearing down operations north of the depot for half block in width through to Third North along Fourth West, it is turning its attention south of the depot. Men Men

are now at work demolishing buildings and cutting down trees in the vicinity Oregon Short Line, has retired. William Darke, traveling

lost time the trucks flew out from un-der the chair car while rounding a curve. The car hit the track right side up, while the smoker, baggage and mail cars, also the tender of the engine flew the track and took an excursion into the same bruch. The engine glace sized ver, where he goes to bring Mrs. Owens to Salt Lake as a permanent resident.

There was quite a glut of coal re-ceived in Sait Lake yesterday, the total tonnage being 1,140 tons. While this is a little more than a drop in the bucket, the sage brush. The engine alone stuck to the rails. There was quite a number of passenit will help matters. The train auditors recently put on all passenger trains by the Denver & Rio gers on board and everybody got a good shaking up. Beyond some bruises, how-Grande are not extremely popular. Last

ever, none was badly hurt. The freight train which left Lynn about an hour after the passenger came officer and squad to protect one from the displeasure of a carlond of troops going into Denver from Fort Logan. upon the scattered equipment and after taking in the situation, the engineer backed to Lynn and gave the alarm. The wrecking outfit was sent for from Milford with the result that by early Wednesday morning the track was cleared.

A copy of the articles of incorporation of the Railway Employes' Mutual Pro-tective society of San Francisco was tective society of San Francisco was filed in the secretary of state's office today. L. H. Sedger is president; J. N. Brobant, secretary; Horatio Selfridge, resident agent. The society is a mutual sick, accident and death benefit asso-clation for the protection of its mem-bers.

United States to the Front in Mileage

LEADS THE WORLD.

And Railroad Growth.

cleared.

Washington, Jan. 18.—The United States leads the world both in the pres-ent mileage and the recent growth of its railways. This is shown in a re-port on "the transportation routes and systems of the world." issued by the bureau of statistics of the department of commerce and labor. It points out

bureau of statistics of the department of commerce and labor. It points out that of the total railway mileage of the world, aggregating in 1904, 543,000 miles, there were 211,074 miles in the United States, 3,382 miles in European Rus-sia: 32,967 miles in Germany, 28,102 in France: 26,950 in India, 24,120 in Aug-tria-Hungary: 22,634 in the United Kingdom; 19,611 in Canada; 15,560 in Africa: 14,113 in Australia; 11,559 in Argentina; 10,356 in Mexico; 9,961 in Italy; 9, 368 in Brazil; 7,697 in Swe-den; 7,322 in Siberia, Manchuria and the other former Asiatic possessions of Russia; 4,495 in Japan, and 1,176 in Chi-

Russia; 4,495 in Japan, and 1,176 in Chi-The growth of the railways in the

The growth of the railways in the United States have been very rapid, be-ginning 1835 with 1,000 miles, the num-ber steadily grew, and in the decade 1865-1875 it doubled and then rapidly came up to the present number, which represents an outlay of eleven and two-thirds billions of dollars out of an ag-gregate cost of \$37,000,000,000 for the entire world. The total tonnage of vessels flying

The total tonnage of vessels flying the American flag increased from 5,-212,001 tons in 1855 to 6,455,543 tons in 1905. This increase is due to the in-crease in the tonnage of vessels en-

gaged in the coastwise trade. The tonnage of vessels engaged in the

foreign trade fell from 2,348,358 in 1855 to 943,750 tons in 1905. Freight rates on both land and sea have decreased. The rate per bushel of wheat from New York to Liverpool was about 10 cents in 1873 and about one cent in 1905. The amount of passengers and freight

The amount of passengers and freight transported has increased considerably. During the last year the railways transported 719,654,951 pagesengers and 1,300,000,000 tons of freight. In 1885 the number of passengers carried was 351,-427,658 and freight 437,000,000 tons. The influence and the inprovement of

influence and the improvement of means of transportation on land and sea has on the trade a world is discussed

Under the newly created transportation systems of the last century, which have developed the interior of continents and made merchantable many commedities which formerly would not bear the cost of transportation," the report says, "the interna-tional commerce of the world is today about 15 times as much as at the be-ginning of the last century, while the

world's population is but two and one-half times as much as at that time, the commerce of the world's population, as a whole, having thus grown from less than \$2.50 per capita in 1800 to nearly \$14 per capita at the present time."

SPIKE AND RAIL.

ing at his home, 464 east Fifth South J. B. McCracken, claim agent for the street, of general debility, at the ripe age of 87 years. Mr. Phillips was born freight

Fifth West street, and gave him a gen-uine surprise party. They brought with them picnic and a host of sweet voices. ELIZABETH M. HOLMES' PECULIAR MIS and made the air ring with their melodies during the evening. The program consisted of some of the choir's best se lections, interspersed with refreshments and a number of felicitous speeches, one of which was delivered by the Bishop in appreciation of the honor shown him by his visitors. About 75 persons were present, and all had a most enjoyable

LITTLE DAMAGE DONE.

Barn Belonging to M. J. Hardin the Scene of a Bad Blaze.

At \$:15 o'clock this morning there was a blaze that might have done a great deal of damage had it not been for the prompt service of the boys from No. 2 fire station.

The fire was in a barn belonging to M. J. Hardin, and situated at 371 west South Temple street. The cause of the fire is not known.

fire is not known. A passerby saw smoke and flames is-suing from the building and at once telephoned in an alarm. He then rushed into the building and cut the halters that held four head of horses, permitting the animals to escape. In the meantime the firemen from No.

2 were hurrying to the scene, and soon had the blaze under control. A quan-tily of hay and some harness was de-stroyed, and this, with the damage done to the barn, caused a loss of probably

What made the fire a dangerous one is the fact that the wind was blowing and just a short distance from the barn about 60 tons of hay is stored. This, however, was not damaged at all. ...



Twenty-third Ward .-- "A National Concert" will be given in the Twentythird ward meetinghouse on Friday night, Jan. 19, under the auspices and for the benefit of the ward choir. The program will consist of vocal and instrumental selections representative of different countries, among them Hawafi, Scotland, Denmark, Sweden, Ja-pan, Norway, Holland, Wales, New Zeiland and America. Among those who will appear is Erwin C. Larson the young local planist, whose work recent-ly has attracted attention; also Walter Smith, a falented son of the late Mater Smin, a talented son of the late Maori chief, Hirlni Whaanga, who will play a number of his own compositions, and James McCarroll, who will sing "Where the Roses Bloom so Fair," The entertainment will conclude with a dance.

Nineteenth Ward-A farewell concert complimentary to Elders Charles T. S. Parsons and George P. Trayner, who will leave shortly for Germany and Holland, will be given in the Nine-teenth ward meetinghouse on Friday night. The following program will be rendered:

Bass soloJohn Winte Recitation Lillian Hunte

Saritone soloCharles Pike Alvin A. Beesley, Accompanist. Program beings at 8 o'clock.

PECULIAR MISSION.

Washington, Jan. 18 .- Mrs. Elizabeth M. Holmes of New York is detained at

the house of detention here, having been arrested last night on a telegram signed Wm. M. Holmes of New York.

The telegram read: "Arrest my wife: believed demented." When Mrs, Holmes was taken into custody she stated that she had some papers for President Roosevelt and Secy. Taft that would reveal startling

seev. Fait that would reveal starting things to them. "I propose to unmask at least three traitors," said Mrs. Holmes. "I repre-sent Mrs. Elizabeth Grauniss, presi-dent of the National Purity congress, and an exponent of woman's rights. "I have a lefter to the vice president

and 1 am otherwise clothed with good credentials and authority. I intend seeing the president as soon as possible, and will then return home. I will be accompanied by some influential per-sons. I do not propose to be ejected from the White house as was Mrs. Morris.

"Recently I wrote to Dr. Minor Mor-ris, and I will notify him of my pres-ence here. He knows something about the secret of my mission.

"I am surprised at the telegram pur-porting to come from my husband and I am not ready to believe that he sent

Mrs. Holmes' husband has been tele graphed to and she is being held await-ing word from him.

HUSBAND'S STATEMENT.

New York, Jan. 18 .-- William W. Holmes was in communication yester-day with the United States district at day with the United States district at-terney in Brooklyn and he said he de-sired to take steps for the removal of Mrs. Holmes to an asylum Mrs. Holmes lived with her husband in Brooklyn but had been absent from home two days. It is said she has been sending letters to President Roose-vals for several months presside him velt for several months, accusing him of being the head of a gang which she thought was persecuting her.

THE INSURANCE CONVENTION.

Washington, Jan. 18 .- Supt. of Insur-Drake of this city, who issued a all a month ago for an insurance con-rentico in Chicago Feb. 1 has mailed a fircular letter advising delegates recircular garding hotel arrangements and saying the probabilities are that 75 state offi-clais at least will be in attendance.

"his," says Mr. Drake, "will be more a double the number of officials, in iding deputies and actuarles that has er been in attendance at any nationcovention of finance commission ers; besides there will be many prom-inent insurance agents and official representing the several kinds of in-surance from all parts of the country several eminent lawyers interested in orm state laws, and representative of the leading insurance journals. would suggest that you be on hand as early as the 30th inst. and have prepared drafts of such bills or parts of ore as you would like to have considered by the committee on laws and legislation of the convention.

TOMB OF A FAMOUS COMPOSER. The humble tombstone herewith shown is in St. Mark's cemetery, Vienna, and marks the resting place of one of the greatest musical genluses that ever lived, Wolfgang Amadeus Mozart. On the stone is carved the sorrowing



THE DISCOVERER

7

Of Lydia E. Pinkham's Vegetable Compound, the Great Woman's Remedy for Woman's Ills.



No other female medicine in the world has received such widespread and inqualified endorsement.

No other medicine has such a record of cures of female troubles or such hosts of grateful friends as has

Lydia E. Pinkham's Vegetable Compound.

It will entirely cure the worst forms of Female Complaints, Inflammation Ulceration. Falling and Displacement, and consequent Spinal Weakness, peculiarly adapted to the Change of Life.

It has cured more cases of Backache and Local Weaknesses than any other remedy the world has ever known. It is almost infallible in such cases. It

dissolves and expels tumors in an early stage of development. Irregular, Suppressed or Painful Periods, Weakness of the Stomach, Indigestion, Bloating, Nervous Prostration, Headache, General Debility quickly yield to it. Deranged organs, causing pain, weight and backache, instantly relieved and permanently cared by its use. Under all circumstances it invigorates the female system.

It quickly removes that bearing-down feeling, extreme lassitude, "don't care" and "want-to-be-left-alone" feeling, excitability, irritability, nervous-ness, dizziness, faintness, sleeplessness, flatulency, melancholy or the "blues" and headache. These are sure indications of Female Weakness, or some derangement of the organs, which this medicine surely cures. Chronic Kidney Complaints and Backache, of either sex, the Vegetable Compound cures.

Those women who refuse to accept anything else are rewarded a hundred thousand times, for they get what they want-a cure. Sold by Druggists everywhere. Refuse all substitutes.





Smooth Young Prisoner Makes Bold And Clever Effort to Get Away. Within a few days it is expected that an officer will be here from San Francisco to take back to that city Wil-ham Harrison, the young man charged

with burglary and escaping from jail. He escaped from two California prisons and then came here. Although only a young man, Harrison is decidedly bold and will take des-

perate chances to accomplishe his pur-poses. Since his arrival in Salt Lake, he has robbed several rooming houses. His system is to sneak into a room during the absence of the occupant, crawl under the bed and wait until the

crawl under the bed and wait until the person in the room is sound asleep, then crawl out, steal all the valuables in sight, and quietly slip away. He was arrested here several days ago and is being held for the Califor-nia officers. That he is almost a pro-fessional at the art of breaking jail was made manifest night before last when he nearly succeeded in digging through the south wall of the new city jail.

city jail. The day jailer did not lock the man /in a cell before going off shift, but through an oversight left him in the corridor. Harrison crawled on top of the cells and remained quiet until the other prisoners were asleep. In some unknown manner he had provided him-self with a spike. Using this and a heavy shoe for a mallet he began dig-ging out the mortar and bricks in the city jail.

paring to let himself to the ground by means of a rope made of bed clothes and an electric light wire when he was caught in the act.

ticed a light where Harrison had been working. He quickly entered the jall and secured the prisoner. Early yesterday morning men were

set to work reparing the damage done to the wall. An effort was made to keep the matter quiet as nothing was said about it until late in the after-noon when the facts leaked out. Even the desk sergeant and the duty ser-geant knew nothing of the attempted escape until the afternoon.

mons at Age of S7. William J. Phillips, father of ex-City

Marshal William G. Phillips, the well-

known nightwatchman, died this morn-

ging out the mortar and bricks in the south wall. He had succeeded in making a hole-clear through and was pre-

To Jaller Johnston's precautions the man's failure to escape is due. Just before midnight Mr. Johnston, who was a guard at the state prison, decided to take a walk around the jall. He no-

ANOTHER VETERAN DEAD.

William J. Phillips Answers the Sum-

ATTEMPTED JAIL BREAK.

time.

of First and Second South streets, and clearing the ground generally to make way for the big new freight depot which is to be erected this spring. Just as soon as the weather breaks for good as soon as the weather breaks for good work is to be started simultaneously on the freight depot and the big vialuct across the yards at North Temple street. After these are completed then attention will be directed to the big depot which is to go up at the foot of South Temple street.

LUCKY WRECK.

Passenger Train on Salt Lake Route Indulges in Gymnastics.

Luck was an element in a wreck which occurred on the Salt Lake Route at a point about a mile above Church spur, between Learnington and Mills, on Tuesday. Passenger train No. 62, running between Lynn Junction and Sait Lake left the first named place about two hours late, owing to having waited for No. 2 passenger from the west on the through line. While the train was pounding along to make up train was pounding along to make up

agent of the Burlington, has gone to Boise on business.

Gen. Freight Agent J. A. Reeves of the Oregon Short Line is back from a flying trip to Chicago.

General Superintendent E. Buckingham of the Oregon Short Line has re-turned from a trip of inspection. Leon Engstrom, traveling freight and

passenger agent of the Pennsylvania lines at Denver, is in the city today. General Freight and Passenger Agent

E. W. Gillette of the Salt Lake Route is expected here tomorrow on his way through to Chicago.

Erwin Tears, general agent of the passenger department of the Vander-bilt lines at Denver, is numbered among the visiting officials here.

Among the local railroad men who left for western Idaho last night were District Passenger Agent E. Drake and Frank Vincent of the Erie Dispatch.

West Cowes, Isle of Wight, Jan. 25 1819, and embraced the Gospel in South ampton in 1848, emigrating to America on the George Washington in 1857. He lived five years in Boston and in 1862 came to Utah, settiing in the Ninth ward, Salt Lake City, which has been his home ever since. The deceased was a good man and an upright, honorable

cl.izen. For many years he was an ac-tive Church worker, but of late his physical condition was such that he had he n able to do but very little. He leaves a wife and two sons, William G. of this city and Levi A. Phillips, a res-ident of Lehi. The funeral will be held from the Ninth ward meetinghouse on Sunday at 2 p. m. Friends are invited.

SURPRISED THE BISHOP.

Last night, after practise, the members of the Twenty-eighth ward choir,

led by Ward Chorister Horace D. Bar-R. W. Owens, commercial agent of ber, swooped down upon Bishop Wil-best scenery on this line. Ticket the Wabash, leaves tomorrow for Den- liam McMillan at his home, 343 north 77 West Second South, Salt Lake.

POSTMASTERS APPOINTED.

(Special to the "News,")

Washington, D. C., Jan. 18 .- Postmasters appointed: Idaho-Mink Creek. Oneida county, Peter W. Petersen, vice Martha Hall, resigned; Naf, Cassia county, Joshua B. Brown, vice John Naf, resigned; Osburn, Shoshone coun-Nat. resigned. Osburn, Shoshone county, John C. Brown, vice Ira G. Griggs, resigned: Yellow Jacket, Yenhi county, Frederick S. Bagley, vice G. W. Lewis, resigned.
Wyoming: Fossill, Uinta county, George H. Truitt, vice W. A. Somers, removed.

removed.

DENVER AND RETURN, \$20,00.

On Jan, 27th and 28th the Colorado Midland will sell round trip tickets Salt Lake to Denver and return good until Feb. 10th for \$20.00. Through Pullman Observation car daily. See Colorado's best scenery on this line. Ticket Office



muse of music, with the manuscript of the "Requiem" in her hand. Mozart was a juvenile prodigy, and at the age of six could play the plano like a virtuoso. He was a great favorite at the sourt of Austria and also at the royal salace in Munich.

TEACHERS.

Dr. Talmage's new book. "The Great Salt Lake (Present and Past)," should be in the hands of every educator. The amount of information it contains relating to the great saline sea, makes it an invaluable work for reference or study. Deseret News Book Store, Salt Lake C.ty, Utah.



The deserted quarries and tunnels in the neighborhood of Paris have been converted into mushroom farms. The cut shows one of these tunnels, the walls and floors of which have been scraped and polished so that no contaminating substance has been left to interfere with the delicate fungi. The soil in which the toothsome edibles are grown is prepared outside and carried into the tunnels in baskets. Immense crops of mushrooms are grown in these dark gardens, with the result that the fungus has become plentiful and cheap in the Paris

Two Conspicuous Promoters of Railroad Rate Legislation; The Men Who Have Been Most Active In the Matter WO of the men who | tion pronounced it revolutionary. Rail-



have been prominent in | road magnates, corporation lawyers and the congressional fight the army of allied interests held up over railroad rate leg- their hands in well simulated horror at islation and are still foremost in the advo-rights. Elaborate briefs and argu-ments, both oral and in writing, were cacy of the passage of constructed and sent in by corporation bill to regulate lawyers to the committees of both house

are members of the house of representhe rate bill that was passed by the lower house at the last session and then taken under consideration by the ity which seemed to threaten. senate, which failed to act. At the originatory.

The inspiration for the proposed "At the present moment the greatest the national government to keep the agitation, highways of commerce open alike to all on reasonable and equitable terms." In members of the interstate and foreign commerce committee, attracted the attention of their fellows and were eventually embodied in the measure reported by the majority of the committee. The report of the committee favoring the consideration of the measures proposed by Messrs. Esch and Townsend

freight traffic in the United States are and senate. A battalion of eminent John Jacob Esch of Wisconsin and legal talent, railroad presidents and Charles E. Townsend of Michigan. Both lesser officials by the score, the convincing and well oiled lobby and all tatives, and they are joint authors of those who had been sharers in corporate prosperity joined hands in a mighty effort to stiffe the new possibil-

The principal argument urged in opening of the present session the bill, favor of noninterference seems to have practically retaining its original form, but somewhat amplified in its pro-alone." It was urged earnestly and not visions, was reintroduced into the without effect that since prosperity had house of representatives by its energetic settled upon the country in such an un-

mistakable fashion it would be the climax of folly to risk such an experimeasure seems to have been derived ment as legal direction of transportafrom an extract from one of President tion. These arguments of special in-Roosevelt's messages to the effect that terests were not without their influneed is for an increase in the power of almost to disarm suspicion and nullify ence. At times they were so potent as

But the seed of public discontent had spite of this plain expression of the was going on. The Esch-Townsend been sown and the germinating process, tiews held by the executive the leaders bill was passed by the house with a showed little disposition to assume the celerity that must have been a shock initiative. The Moloch to be over- to the railroad lobby. Of course the thrown was so mighty that the veterans case was not desperate. The congress in the political arena hesitated to begin was drawing to a close, and the senate, the attack. The railroad interests, be- a deliberative body in more ways than leving themselves impregnable, were one, would do nothing precipitate. not concerned over the prospect. It There was every prospect that the up-was at this improve the prospect. was at this juncture that the views held per house would do nothing immediate by Messra. Esch and Townsend, both and adjournment was close at hand. What might not happen before the ob-



CHARLES E. TOWNSEND.

of some of the offending packing house | popular willingness to have the rail- | came conspicuous for his advocacy of | face shows the lines of the deep thinker officials, was a blow to the railway in- roads curbed by the strong hand of the rate legislation. His first speech in the and student of men and motives. For

What might not happen before the ob-noxious measure could be brought be-fore the next congress? Several things happened, some of them not at all to the liking of those who were preparing to throttle the at-tempt to reform railway abuses. The outcome of the beef trust investigation, the actual convertient of the subsequent disclosures brought the actual convertient of the subsequent disclosures brought the actual convertient of the beef trust investigation, the actual convertient of the beef trust investigation of the in-the actual convertient of the beef trust investigation of the in-the actual convertient of the beef trust investigation of the in-the actual convertient of the beef trust investigation of the in-the actual convertient of the beef trust investigation of the in-the actual convertient of the beef trust investigation of the in-the actual convertient of the beef trust investigation of the in-the actual convertient of the beef trust investigation of the in-the actual convertient of the beef trust investigation of the in-the actual convertient of the beef trust investigation of the in-the actual convertient of produced a real sensation. The opposi- the actual conviction and punishment surance companies strengthened the Fifty-eighth congress and at once be- half century mark. His smooth shaven his election he was engaged almost porters.

JOHN JACOB ESCH.

clusively in this phase of his profession

One of the cases which gave Mr. Townsend an admirable opportunity to become acquainted with rallroad methods in his own state was that of the Michigan Central against the state auditor. Mr. Townsend was employed by the state, which was trying to collect the taxes levied against the contesting corporation. The railroad interests contended that the law under which they were taxed was unconstitutional, and they fought the state with all the forces they could summon. In order to show that the road had been assessed properly, Mr. Townsend made an inventory of its property in the state and had it appraised. The state triumphed and the successful lawyer was soon elected representative. He is a native of his district and was educated at the University of Michigan.

Congreasman John Jacob Esch, who in connection with Mr. Townsend had the distinction of furnishing a name for the most important measure introduced into congress during the last session, is a native of Wisconsin. He was born in 1861, near Norwalk, Monroe county, and is of German parentage. At the age of four the family removed to Sparta, where the boy attended the public schools. He was graduated from the high school in that town and later from the State university at Madison, Mr. Esch taught school for three years, afterward taking up the study of law. He finished the course at the university law school in 1882 and at once became active in politics, being elected to several local offices. Subsequently he set-

tled in Lacrosse, which is still his home. Mr. Esch is now serving his fourth term in the house of representa-TRUMAN L. ELTON.