

MEAT DEALERS ARE ALL EASE

Prospective Consolidation of Packing Interests Unnerves Them.

RUMORS TO THIS EFFECT.

Scheme is to Combine Those in the East and to Consolidate Agencies in the West.

There has for some months been considerable talk about possible, probable or improbable mergers of the meat packing interests in the great packing centers, with consolidation of agencies in the west as well as throughout the country. In case anything of this kind should be done, meat handlers in this city claim that it would result disastrously to local dealers, but at the same time there would be a unification of prices which would not be an unmixed evil, as it would stop cutting and fluctuating prices.

In each and every instance, however, that reports suggesting the combination have been started, they have been "vigorously denied," and the packers claimed that any such proposition is preposterous. Inquiry came to the "News" office yesterday afternoon from a Washington county asking if there had been any merger movement started in Salt Lake. The local agent of Swift & Co., Mr. George Egan, and the western representative of the company, Mr. O. Callahan, emphatically declared later there was no truth in the reports, either as to consolidation in the east or in the Salt Lake offices of the big packers.

In regard to this matter, a recent interview in the Denver Post with Vice President G. W. Ballantine of the Union Stock Yards company at Denver will be of interest in this city. Mr. Ballantine said:

"We have no advice on the situation at present, and are simply waiting in the dark for further developments. No proposition of any kind has been received by us to merge our interests with any concern whatever."

"There is an unlimited amount of possibilities however, that might grow out of this new move. From reports in the press dispatches it is stated that the combine is authorized to purchase and deal in cattle and other live stock. This may mean the breaking away from established stock yards and the purchase of their own beef, pork and other products. In fact, this will undoubtedly be one result. Now, under such circumstances, independent yards may put up rival packing concerns to handle the business. If this should be done the stock interests would, no doubt, have a merger of their own for self-protection."

"The whole thing may evolve to the benefit of the producer, if things take their present course. It might be found in the stock market, as Jim Hill says, that he found his railway merger something that has favored everybody else."

"There is no hint of the sanguine, however, in the views of Charles E. Martin, secretary of the National Live Stock association, which has been fighting the merger since the rumor of its organization first gained ground."

"We ought to have fired our ammunition long ago," said Mr. Martin. "Of course, there is a bare possibility that the merger hasn't taken place at all, or that it will be a failure. We have had no advice for a long time. What it will mean is simply the annihilation of competition and will place the market entirely in the hands of a few men, who will set prices for the beef on the hoof and other products."

"This will be a black eye to the commission men and put them entirely out of business. The farmer and stock raiser will simply have to take what they can get, and be glad to get that."

"If this merger has actually taken place it simply means that the packing combine has scored the first round in the game. It doesn't mean that the fight is over with. The stock interests will wage war until there is no possible chance to accomplish anything more. Early we had got into the matter sooner and done something different to retard the merger. I think it is possible that as a last resort the stock interests will build rival packing plants. It would be a desperate move, but it would offer some degree of price on his product to the stock raiser, and where there is competition that is certain the business will go. Already in many cities there have been stock yards for some time under the trust in finance, but this has never been felt in Utah. The Kansas City, Denver, and where the yards have always been independent."

"The Denver reporters are having the same trouble. The local agents of the packing companies to talk and the western general agents are just as noncommunicative. The agents in this city refuse to give opinions. They are waiting to see what the business will do. Already in many cities there have been stock yards for some time under the trust in finance, but this has never been felt in Utah. The Kansas City, Denver, and where the yards have always been independent."

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SALE OF BONDS OF MOFFAT ROAD

Plan for Selling the Securities of Salt Lake-Denver Line.

CALL ON GENERAL PUBLIC.

Experienced Railroad Men and Others Have Examined the Territory and Announce It is Good.

The International Trust company has issued the following memorandum respecting the bonds of the Denver, Northwestern & Pacific, which were offered for sale to the public yesterday in 20 of the leading cities of the United States:

"Usually such an enterprise is financed entirely through eastern banking houses, that receive a large bonus of stock for their underwriting in addition to a considerable profit for selling the bonds to the public at an advance over their cost. The present plan, however, saves all the promoter's profits, and the public receives the benefit, the stock bonus going to the individual subscriber. He also gets his bonds at less than par."

"Another material advantage is that the small investor secures the same favorable advantage as any banking house or other large purchaser. The man who takes a single \$1,000 bond obtains the same proportion of stock as if he bought \$100,000 worth."

"The bonds which will be offered are to be absolutely a first lien upon all of the assets of the company, including its entire equipment, and there will be no car trust or equipment liens of any kind. The construction contract provides for a completed road, fully equipped and ready for operation, so that this first mortgage will be the only lien upon the property, and the bondholder is further secured by the provision that the bonds can only be certified and issued by the trustees upon actions of the road as they are completed and fully equipped."

"The security of this investment is further assured by the provision of the mortgage that bonds shall be issued only upon main track mileage and not upon spurs or branches. It also limits the total amount of the issue, while under some railroad mortgages an indefinite amount of bonds may be issued on a mileage basis."

"Usually a high grade first mortgage 4 per cent railroad bond sells at par or better, while in this instance the price will be less than par. The purchaser will also get 50 per cent of the stock, so that the bondholders will be the owners of one-half the equity of the railroad company and have the same opportunities for profit in the enterprise as the construction company, which will own the other half of the stock."

"Not only are the terms generous, but they have been made as favorable as could be desired in the matter of payments. A subscriber for the bonds may pay the entire amount in cash and receive interest on his bonds from the time his payment is made; or, at his option, he can make the payments in installments as required for the construction work, but not more than 10 per cent of the subscription can be called in any two years. These partial payments will also draw interest from the time they are made."

"The construction company obligates itself under the contract to protect the interest of the bondholder by turning over to the railroad bonds and turned over to the railroad company."

"We have already had assurances from numerous sources of an intention to invest in these securities. This fact and the many inquiries, both from residents and from eastern parties, indicate that a considerable number of the bonds will be placed in large blocks, and what is especially significant, a very large number of small subscriptions will be received, particularly in Denver and throughout the state. This will undoubtedly be very gratifying to those who have undertaken the enterprise, and justifies the confidence they have expressed from the beginning that their own people will appreciate the immense value of this new road and its undoubted earning capacity."

"The importance of the line as a factor in the transcontinental trade, is self-evident; a large revenue may be anticipated from this source. It should not, however, be overlooked that the principal value of the road and the main reason for its existence is that it will add to the material wealth of Colorado by the development of an entirely new section of the state, which is considered to have unusual natural resources. Take the coal industry alone, for instance."

"Financial men in the east have gone on record as saying that the extensive coal deposits in Routt county, which will be tapped by this line, alone furnish ample reason for building the road."

"Experienced railroad men and others whose opinions carry weight have personally inspected the country tributary to the proposed line, and have compared careful and conservative estimates of the traffic to originate there, from such reliable evidence give assurance that the local traffic alone will be sufficient to originate the line will be sufficient to provide a net earning of more than twice the annual interest charge. This revenue is estimated upon the transportation of ore, coal, lumber, cattle and other products of the tributary territory, and also the merchandise. It does not include any such freight traffic, or passenger business either through or local."

"B. N. & O. TO EXTEND.

Colonel W. H. Dewey Says He Will Build on to Silver City Next Spring

It seems to now be certain that the Boise, Nampa & Owyhee railroad will be extended to within about 10 miles of Silver City next summer.

Col. W. H. Dewey in making the announcement said: "We shall do considerable work on the railroad next summer. It is our intention to extend the line in both directions from its present terminals. Running south we shall come to within 10 miles of Silver City. I cannot say just where the terminals will be located at this time but the probabilities are that they will be somewhere on Sinker Creek. I shall go over to Sinker Creek and look the ground over. It will be that it will prove to be a desirable place."

"As that as it may, however, the work of building the road south from Murphy will be pushed forward this next summer. The bonds for this purpose, amounting to \$1,200,000, have been issued and the money will be available as soon as we decide to begin work."

THRILLING ESCAPE.

Bryan Special Wrecks a Buggy—Occupants Unhurt.

Mrs. Matt Smith of Holladay and her baby had a marvelous escape from death yesterday morning at West Jordan. Mrs. Smith attempted to drive

A GOOD DEAL OF NONSENSE

About "Blood Purifiers" and Tonics. Every drop of blood, every bone, nerve and tissue in the body can be renewed in but one way, and that is, from wholesome food properly digested. There is no other way and the idea that a medicine in itself can purify the blood or supply new tissues and strong nerves is ridiculous and on a par with the fol-de-rol that dyspepsia or indigestion is a germ disease or that fatty food that a weak stomach with refuses to digest food can be made to do so by irritating and inflaming the bowels with pills and cathartics.

Stuart's Dyspepsia Tablets cure indigestion, sour stomach, gas and bloating after meals, because they furnish the digestive principles which weak stomachs cannot produce, and restore the efficiency of the stomach and intestines. It is useless to attempt to cure stomach trouble by the use of "tonics," "pills" and "cathartics" which have the sole effect of irritating the stomach, and their only effect is to give a temporary stimulation.

One grain of the active principle in Stuart's Dyspepsia Tablets will digest 3,000 grains of meat, eggs and similar foods, and experiments have shown that they will do this in a glass bottle at proper temperature. Of course, are much more effective in the stomach. There is probably no remedy so universally used as Stuart's Dyspepsia Tablets because it is not only a safe and reliable remedy, but well people who use them at every meal to insure perfect digestion and assimilation of the food.

People who enjoy fair meals, eat Stuart's Tablets as regularly as they take their meals, because they want to keep well, prevention is better than cure, and Stuart's Dyspepsia Tablets do both. They prevent indigestion and remove it where it exists. They are a regular use of one or two of them after meals will demonstrate their merit and efficiency better than any other argument.

across the Rio Grande Western tracks at that point when his horse and the front part of the buggy were struck by the Bryan special, which was going a little over 40 miles an hour at the time of the impact. The buggy was wrecked, and the horse and driver were thrown from the vehicle and hurled a distance of 70 feet. Those who witnessed the accident fully expected to see two mangled bodies when much to their surprise, Mrs. Smith arose to her feet, and her baby, who was in the buggy, was unhurt. The baby also seemed none the worse for its experience. The accident happened about 11 o'clock when the train was making up at West Jordan. Mrs. Smith, knowing that there was no regular train due, drove on to the track at the point indicated. Owing to the heavy freight train passing, the driver did not see the approaching special until it was right on to her, and it was too late to retreat.

The engineer of the special stopped his train on short order and went back to investigate. Finding that the lady and child were practically uninjured he climbed back and resumed his journey.

Dickinson Rumors.

Kansas City, Oct. 21.—E. Dickinson, general manager of the Union Pacific, was in conference in this city today with A. R. Steward, president of the Union Pacific, and it is stated he will probably accept the position of general manager of the Kansas City, Mexico & Orient railway. This position was offered to him by the Union Pacific, since, but on account of labor complications on the Union Pacific he did not see his way clear to accept at that time.

D. & R. G. Annual.

The first annual meeting of the stockholders of the Denver & Rio Grande Railroad company since its acquisition of the Rio Grande Western railway was held in Denver yesterday, at which the following directors were re-elected: George J. Gould, Edward H. Harriman, Mortimer L. Schiff, Winthrop S. Paine, Edward Y. Jeffery and Arthur C. Coppel of New York; Charles G. Warner and Russell Harding of St. Louis, and Edward O. Wolcott, Denver.

Eighty-two and one-half per cent of the entire capital stock of the company was represented at the meeting.

Kinkaid Goes to New York.

J. S. Kinkaid, who for many years was chief clerk of the National Surety company, has been named as chief clerk of the Rio Grande Western here, has accepted a very good position at the head office of the National Surety company, 34 Broadway, New York. He will be chief clerk of the railroad department. Mrs. Kinkaid will leave for New York in a few days in order to join her husband.

Trainmen's Bail.

The Brotherhood of Railroad Trainmen of Wasatch lodge No. 353 and Ladies' Auxiliary have issued bail order on a green film camera on certain individuals to run passenger specials to Christensen's new hall on Tuesday night, Nov. 18, to wait at ball room until 9 p. m. for the grand ball, 12:30 p. m. for supper and 1 a. m. for carriages.

SPICE AND RAIL.

Avery C. Hilton of the Erie at San Francisco is in town.

Cars of boats are now to be seen on almost every siding.

The great home-seekers' excursions to the southwest began yesterday.

Dist. Passenger Agent E. Drake of the Island has gone to Idaho after a big bunch of prospective passengers.

Supt. Henderson of the Oregon Short Line Utah Division is down the line with the San Pedro and Short Line of officials.

The San Pedro and Oregon Short special to California is scheduled to return from the inspection trip tomorrow morning.

The Bryan special over the Rio Grande Western yesterday covered the run from Ogden to Salt Lake in 39 minutes. John Stewart was at the throttle, with Conductor Campbell in the rear.

Manager Langford reports that the investigations of the case of the late Albert Smith are still progressing and until it is demonstrated that the porosity of the subject is not too great to endanger the scheme now being carried out, no work will be instituted. It is expected that the experiments in this direction will be completed by Saturday.

The Illinois Central announces that beginning Sunday, November 2, 1902, it will inaugurate the passenger service between the Minneapolis & St. Louis railroad, a new first-class through line between Chicago and Minneapolis and St. Paul, via the line between the Illinois Central railroad from Chicago to Albert Lea, and the Minneapolis & St. Louis railroad from Albert Lea to St. Paul. Over this line it will run a fast, wide-vestibule train, the "Chicago and Minneapolis and St. Paul limited."

FOR WRIT OF MANDATE.

C. E. Swensen Wants One to Issue Against Justice Clark.

C. E. Swensen today applied to the district court for writ of mandate to issue against F. H. Clark, justice of the peace for the First precinct, to compel him to enter upon the docket of his court a decision, rendered on Oct. 20, in the case of Edward Siebert vs

There is no waste with
GORHAM
SILVER POLISH
Cleans as well as polishes
Most economical in use
All responsible
jewellers keep 25 cents a package

C. E. Swensen, wherein he granted defendant's motion for the discharge of the writ of attachment and ordered the property released.

It is set out in the petition for the writ, that Justice Clark refused to enter his decision or to order the goods released until defendant paid the costs of hearing and motion taxed at \$5.25, notwithstanding the fact that the case Judge Hall took the matter of issuing the writ of mandate under advisement.

DOOLEY BEFORE DIEHL.

One Time Terror Meek and Mild Pleads for Liberty.

Jerry Dooley, the one time terror of the police court, was before Judge Diehl this afternoon on the charge of drunkenness. But today the erstwhile terror was as meek and docile as a lamb, and after pleading guilty begged to be allowed to go out of town to look after his property. Judge Diehl, under the impression that he was being brought in again he would be given the limit. Dooley appeared very happy and lost no time in getting away.

WANTS \$10,000 DAMAGES.

Suit Against the City Being Tried in Judge Stewart's Court.

The \$10,000 damage suit of Charles W. Johnson vs Salt Lake City is on the trial today before a jury in Judge Stewart's court. The trial was commenced yesterday and will probably be continued today. The action was brought to recover the above amount as damages caused by the death of plaintiff's 15-month-old child, who was drowned in the city's flume near Seventh and L streets about a year ago.

Negligence on the part of the city is charged because a flume was left open and in a dangerous condition. The testimony on the trial was to the effect that the child and its mother were on the front porch of their home and the mother went into the house for a few minutes. Upon her return she discovered that the child had fallen into the stream in front of the house and was being rapidly carried down the flume. The screams of the mother attracted a number of men who came to the rescue but the child had been carried down the flume and was dead.

It became necessary to turn the water off so that a man could crawl into the flume and recover the child's body. This took about 25 minutes, and the mother recovered the body had evidently been dead a number of minutes.

In view of your record in the legislature, the board of directors of the city of Salt Lake, Utah, and I think if the Republicans of the county know their business, they will elect you.

Wells Endorses Wilson.

Gov. Wells has addressed the following letter to W. W. Wilson, candidate for county commissioner on the Republican ticket:

"My Dear Sir: Permit me to congratulate you upon your nomination for a county commissionership on the Salt Lake county board. I am very much pleased also that you have been designated for the long term, and I think if the Republicans of the county know their business, they will elect you."

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CLARK RALLY OCCURS TONIGHT

Republicans Will Assemble in the Salt Lake Theatre.

GOOD PROGRAM PREPARED.

It Includes Speeches by Senator Clark and Governor Wells and Music by Field's Band.

The Salt Lake theatre will ring with Republican oratory tonight. The occasion is the rally of the Young Men's Republican club; arrangements for which have been going on for some time. The boys were determined to make it the banner event of the campaign and how well they have succeeded will only be known when the curtain drops on the last act tonight. Whether the success expected or not, the fact remains that a good program has been prepared, the same including speeches by Senator C. D. Clark and Gov. Wells, music by Field's band and the Ashworth glee club, and other features which will tend to enliven the meeting and repay all who are coming out.

The theatre has been handsomely decorated and the Morris Floral company has furnished potted plants, palms and other greenhouse products to add to the beauty of what cannot fail to be an attractive scene. Proceeding from the theatre, the boys will parade the principal streets, this feature of the rally beginning promptly at 7 o'clock. An hour later Hon. E. B. Critchlow, chairman of the evening, will call the meeting to order. The program as prepared is as follows:

Quartet Selected
Messrs. Squires, Best, Ashworth and Brain.
Speech, Senator C. D. Clark of Wyoming
Music by the band.

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