

for Coe, 321. Of the successful candidates the highest numbers in the various precincts were as follows: First, Wiscomb, R, 853; Second, Callister, R, 1,180; Third, Watson, D, 758; Fourth, Dale, D, 598; Fifth, Dehl, R, 798. The vote in detail stands:

	First Precinct	Second Precinct	Third Precinct	Fourth Precinct	Fifth Precinct	Total	Plurality.
Mayor—							
Jas Glendinning, R.	834	1180	591	511	831	3947	785
F Armstrong, D.	876	776	708	545	478	3383	...
Elijah Wells, P.	84	105	50	22	51	312	...
Recorder—							
D S Emery, R.	597	1157	590	521	811	3676	734
E L Sloan, D.	562	704	714	531	498	3009	...
John F Coe, P.	76	98	44	24	78	321	...
Treasurer—							
John L May, R.	861	1139	628	490	834	3952	782
Geo D Wyper, D.	876	745	703	560	490	3174	...
W S Pierce, P.	63	98	49	13	84	243	...
Police Justice—							
D H Wenger, R.	828	1145	630	507	767	3877	773
W W Gee, D.	701	724	671	519	556	3204	...
J. O. Hillebrand, P.	70	95	48	22	34	269	...
Councilmen—							
Geo Boekle, R.	806	...	...	...	...	...	90
J E Wiscomb, R.	853	...	...	...	...	...	137
John L Lawson, R.	713	...	...	...	...	...	...
E P Newell, D.	788	...	...	...	...	...	75
E M Weiler, D.	716	...	...	...	...	...	...
Oreos H. Pettit, D.	682	...	...	...	...	...	...
J E Edwards, P.	73	...	...	...	...	...	...
John Bonner, P.	58	...	...	...	...	...	...
L D Carey, P.	60	...	...	...	...	...	...
E H Oallwater, R.	1180	...	...	...	...	...	441
M J Cheeseman, R.	845	...	...	...	...	...	...
E M Le Prohon, R.	845	...	...	...	...	...	352
Jeff W Rhodes, D.	729	...	...	...	...	...	...
G E Bourne, D.	739	...	...	...	...	...	...
John Allen, D.	890	...	...	...	...	...	41
Wm McCoy, P.	102	...	...	...	...	...	...
LS Whitehead, P.	137	...	...	...	...	...	...
Philip Holstead, P.	95	...	...	...	...	...	...
Arthur Parsons, R.	...	542	...	...	...	...	...
J O Sandberg, R.	...	453	...	...	...	...	...
M Taylor, R.	...	453	...	...	...	...	...
R F Morris, D.	...	751	...	...	...	...	232
J M Watson, D.	...	758	...	...	...	...	100
H J Haywood, D.	...	619	...	...	...	...	70
A B Margate, P.	...	275	...	...	...	...	...
A Handbuch, P.	...	46	...	...	...	...	...
Wm Varley, P.	...	46	...	...	...	...	...
R S Watson, R.	...	594	...	...	...	...	...
G Romney R., R.	...	522	...	...	...	...	10
J J Stewart, R.	...	515	...	...	...	...	7
W H Dale, D.	...	596	...	...	...	...	94
R Patrick Sr, D.	...	612	...	...	...	...	...
W F Jennings, D.	...	600	...	...	...	...	...
A H Ferguson, P.	...	19	...	...	...	...	...
Wm Burleigh, P.	...	21	...	...	...	...	...
E Cameron, P.	...	19	...	...	...	...	...
W P O'Meara, R.	...	756	...	...	...	...	261
Louis John, R.	...	615	...	...	...	...	...
Chris Diehl, R.	...	758	...	...	...	...	308
Robert Morris, D.	...	491	...	...	...	...	...
M E Mulvey, D.	...	648	...	...	...	...	31
Geo E Woolley, D.	...	441	...	...	...	...	...
Alex Rogers Sr P.	...	113	...	...	...	...	...
N B Dresser, P.	...	67	...	...	...	...	...

BIG WAR IN UTAH RATES.

SAN FRANCISCO, Cal., Nov. 6.—Manager Curtis, of the Traffic association, has become at a single bound a central figure in the overland freight situation.

It is generally acknowledged that a big war in rates on trans-continental shipments into Utah is at hand. The Traffic association is fighting to get a share of Utah and Colorado business for the San Francisco jobbers. The eastern roads have bluntly said that they will not recognize San Francisco's

right in the premises as against Omaha, Kansas City, St. Louis and Chicago. The Union Pacific, Denver & Rio Grande, Rock Island, Burlington, Santa Fe, Rio Grande Western and Missouri Pacific have all gone on record against this city. They are even now fighting among themselves for the eastern trade into Colorado and Utah and are quailing in Salt Lake City, rats from Chicago that are lower than those from San Francisco to the Mormon capital, notwithstanding that Chicago is some 1600 miles and this city not over 823 miles distant from Salt Lake.

Curtis, who returned from Salt Lake City on Monday last, has informed President Dunham and his associates of the traffic association that their only rational course is to insist upon the Southern Pacific standing in with them by making low rates to Ogden, the terminus of the Central Pacific, to offset as far as possible the eastern low rates into all points in Utah. Curtis admits that he does not see how San Francisco jobbers can at present do business in Colorado. The Union Pacific and Rio Grande Western will not even let them into Salt Lake for Ogden without charging full local rates. But with low rates from here to Ogden, San Francisco can use that city as a point of distribution. If such a course results in building up Ogden at the expense of Salt Lake, he says the latter city cannot blame San Francisco but must hold the Union Pacific and Rio Grande Western responsible. Not long ago rates were the same from here to Ogden and Salt Lake. The complaint of easterners — Chicago merchants in particular — that San Francisco was cutting into their Utah trade, induced the Union Pacific and Rio Grande Western to withdraw from an arrangement made with the Southern Pacific for a low joint rate into Salt Lake.

The Traffic association officials waited upon Mr. Stubbs and requested him to assist them in fighting for Utah business against Omaha, Kansas City, St. Louis and Chicago. Stubbs gave his word that the Southern Pacific would reduce rates every time a rate from Chicago into Utah should be lowered. In other words, he promises that his company would quote rates in proportion to the Chicago tariff to Ogden. In that way he said San Francisco would always get a lower rate into Ogden than Chicago could because of the shorter distance. His company could not make a rate beyond Ogden. San Francisco shipments to other points in Utah would therefore have to pay local rates from Ogden. He stated that the Union Pacific had not acted in good faith with him in making rates from the East into Utah as compared with the tariff from here to that Territory. He therefore felt free, he declared, to cut rates as long as it made business from here to Ogden and as long as the company could haul without loss. If necessary he would be willing to fight at rates that gave no profit but paid merely the cost of transportation.

The programme Mr. Stubbs outlined will injure Omaha and Kansas City merchants much more severely than those of Chicago.

SAN FRANCISCO, Nov. 8.—According to Mr. W. B. Curtis, of the Traffic

association, the Union Pacific has threatened to cut rates if the Southern Pacific makes any reduction of its freight rates to Utah.

He submitted his report on the situation in Utah to the executive committee at its regular monthly session yesterday. After telling of the conference at Salt Lake City with the representatives of the Trans-Missouri association railroad companies, he summed up the matter thus:

The Salt Lake jobber had three contentions against us:

First—The fear of San Francisco usurping the jobbing trade of that city.

Second—Being jobbers with trade pride, they don't like to be compelled to buy from another jobber.

Third—They do not like to see an adjustment of rates which might permit shipments to be made from the east to San Francisco and back to Utah at rates that are made for shipments direct from the east to Utah.

As to their first contention I believe it to be groundless in the main. It is true that the San Francisco jobber is bound to sell his goods, if opportunity offers; still the Salt Lake jobber could protect himself by buying in carload lots and our competition would then be against the Chicago jobber.

As to the second, that, of course is not compulsory. The Salt Lake jobber can buy in the East if he likes just the same as the San Francisco merchant, and can ship his goods by way of San Francisco to Utah.

As to the third assertion, it is a force of circumstances which is beyond the power of any community to control. San Francisco from her natural position as a seaport will at all times command lower rates on imports than an inland city like Salt Lake City, and this is one of the inevitable conditions which cannot be changed and an advantage of which we cannot be deprived.

Before the railroad conference even went into session Mr. Curtis said he found that the minds of the Salt Lake City jobbers had been poisoned by the representatives of the roads running into Utah from the East. He made a canvass of most of the jobbers and they had one story to tell, namely, that San Francisco jobbers would be enabled by lower rates to usurp their territory. Mr. Curtis argued to them of course that they could not suffer any worse from San Francisco than they do now from Chicago, which at present has the lion's share of trade there, while on the other hand San Francisco's entrance into the field would tend to reduce the advantage of the Chicago jobber.

Mr. Curtis informed the commission that A. G. F. A. Wm. Sproule of the Southern Pacific, who was in Salt Lake as his company's representative at the conference, had assured him of a reduction on a 70 per cent basis from this city to Ogden. This reduction, thought Mr. Curtis, would sooner or later operate to open the eyes of Salt Lake jobbers, seeing that it would make Ogden the center of distribution for San Francisco's business in Utah.

He had seen General Freight Agent Smurr during the day, he said, and Mr. Smurr had assured him that he was simply waiting the return of Mr. Sproule, who went north into Montana