

OF INTEREST TO FRUIT GROWERS.

Some Seasonable and Timely Points
on Frost Fighting.

TREATISE ON THE SUBJECT.

United States Weather Office Here
Calls Especial Attention to the
Pamphlet Just Issued.

The United States weather office in this city calls especial attention to a treatise published by the department at Washington on frost fighting, features of which will be of marked interest to fruit growers in this and adjoining states. In the report it is stated that "Every fruit grower should put himself in communication with the nearest center of distribution of weather forecasts. If possible he should be in daily communication with some weather bureau office. Whenever frost warnings are issued for his locality he should carefully determine the temperature and dew-point frequently during the late afternoon and night. A good outfit consists of a metallic thermometer so arranged as to automatically close an electric circuit and ring an alarm whenever the temperature of the air reaches 32 degrees. In addition to a reliable spring psychrometer there should be some small device for testing the motion of the gentle air currents in the orchard. Too much attention cannot be given to the location of air nuclei. Many smudging devices have failed because of a slow movement of the smoke away from the orchard.

"It is well known that lowlands are visited with frost while hilllands and hilltops escape. Every fruit grower should study the topography of his land and plant accordingly. Windbreaks are as a rule detrimental, but on hard and fast rule, however, can be laid down.

In the matter of smudging, the treatise has this to say: "Smudge, old wood, prunings, manure, etc., when burned briskly furnish an effective smoke, and if the material while burning is doused with water, the result is a dense steamy smoke which, while trying on human lungs, serves as a screen to prevent loss of heat by radiation and as a barrier against the chilled fruit and a sudden application of heat at the time of sunrise. Wet smudging has been tried in many ways with varying results. There are many reports of failure, and on the other hand, some definite results, showing the good accomplished by this method. Here, as in all other methods of protection, much will depend upon a careful study of the local conditions. Many a farmer smudges as if some neighbor had the benefit of his work while his own fruit remains unprotected. The motion of the air should be noted carefully, and this is sometimes difficult where the smoke is very dense. In some orchards flocks of old straw soaked with oil are distributed so as to be available for quick lighting. Portable smudges have also been devised."

On protective methods based on irrigation, the treatise has this to say: "Of all the methods proposed for the protection of fruit, excepting wire baskets, irrigation has the largest amount of evidence in its favor. It has been tried in many different places with different crops and has generally given satisfaction. Where water is not so plentiful, and this is the case in the arid regions, some of the methods proposed are not always applicable, but with this exception here are many decided advantages in the use of water. It is reported that in some cases the loss of fruit from frost depends almost as much upon the conditions of the tree as upon the severity of the weather. Critical periods in the life of the tree are controlled to some degree by the use of water. Some fruit growers hold that heat is the one thing that is deficient at times of frost, and that the best method is to supply the heat by the simplest and least expensive process. Water, owing to its high specific heat, forms an excellent agency for the temporary storage of heat energy. We have seen that in the wet smudge an attempt is made to utilize the latent heat of vaporization, and this is the principle upon which the most advantageous method of a modification of the wet smudge is based upon the principle of the steam pipe through an orchard."

In the matter of spraying, it is stated: "After frost, or rather just before a frost has ended, a spraying device can be used to advantage. Its chief function is to prevent the too rapid warming of the chilled fruit. It is said by horticulturists that even the light coating of ice formed in this way does not seriously damage the fruit. It is very likely that the latent heat of fusion of water to ice may be a helpful part; but the chief effect is to prevent a too rapid thawing. In cold winds, rain and sleet and water should be supplied to the chilled plant slowly, and according to the plant's ability to make good use of the same. A part of the water is protected by sprinklers at the top of the fruit trees."

As to protective methods based on screening or covering, it is said: "All screening and covering devices are in effect modified hot-houses, and there is no question but that a thorough protection can be accomplished. The expense is the only objection, namely, canvas, muslin, or light wood work, and have been used with considerable success. There is no question as to the value of the protection, but the expense is considerable, averaging perhaps \$100 to the acre. This is a heavy covering may be considered as forming a well-ventilated hot-house."

Local real estate men are after the unoccupied property belonging to the city at the corner of First South and State streets, and the mayor is offered \$10,000 for it. The corner is up at auction last year, but as only \$3,000 was offered, the city refused to sell. It will be put up again when a big crowd is expected. It is reported that the Lewis firm of State street, in connection with a Salt Lake branch of their big Utah establishment. The firm endeavored some time ago to secure the corner for the street car company, but was unsuccessful. The First South street corner has a frontage of 155 feet on State street and 120 feet on First South street, and is one of the best in the city. The site is already excavated.

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major in the English army, and with Capt. Sessions has been for some time in the western country purchasing horses for the British army in South Africa. They are acting in connection with Moncrieff Bros., who are operating in the north. The earl says "Mun's the word," as to his work here, as his instructions from the British war office are to not let his left hand know what his right hand is up to when correspondence or reports are to the lord of him. However, he observes that there is considerable going on in the horse market.

Proprietor Stevens of the Alta Vista hotel at Colorado Springs, who is visiting in this city, remarked today that Colorado Springs is having a phenomenal growth, but that the number of summer visitors depended on the June temperature. If it proved to be a hot month, tourists from the east would get out of the great cities early and come west. This would lead up to the Springs with summer visitors, who always leave considerable money and make local times prosperous. There is a good deal of wealth coming into the city these days, and new residences are going up in all directions. When asked how local prohibition worked, Mr. Stevens said there were of course no saloons, and the rising generation was not exposed to the temptations of the saloon. He said that the local prohibition was working well, but that the same drug stores did a pretty lively and suspicious business with their salubrious stands, and the hotels were allowed to serve liquors on their tables to their guests. Mr. Stevens holds that at present there are more hotel accommodations than the city actually demands, and that the latter will have to grow considerably before the hotels can really make money.

George R. Little, a prominent Boston man and party, were at the Knutsford this morning from a Pacific coast tour. When asked about the great strike there, he said he was not surprised. It grew out of a demand from the Teamsters union which has 7,000 members, for recognition as a union. Their employers declined to do so, although willing to make concessions in the way of hours and wages. Mr. Little does not believe the strike will be successful so many other places of the strikers. He remarked that the Boston copper market had been hit pretty hard by the decline in the metal, as some of the largest mines are owned in Boston.

County Treasurer Dale is able to be out after an attack of sciatica. State Superintendent Nelson visited the Utah county schools yesterday. N. A. Hanschoff has returned from an extended eastern business trip. R. B. Whittemore is able to be out after a two week's wrestle with the epidemic.

James Dwyer returned from a month's business and pleasure trip in the east. Col. Geo. Downey is back from Nebraska, and is stopping at the Kenyon. Rebecca E. Perkins has sold to William M. Perry several tracts in Perkins Grand View addition for \$6,200.

A. A. Bessley and family decided today to join the California choir pilgrims, and they will leave tomorrow morning. Miss Julia Dean is with the Nellie tourist stars at the Knutsford. Miss Dean has not been in Salt Lake for nearly a year when she appeared at the Salt Lake Theater.

Bishop Leonard leaves tomorrow morning for Denver in attendance on the funeral of the late Bishop Stanley of Colorado, who died in Pennsylvania from pneumonia.

L. E. Goodhart is home from an extended western trip, and says a good word for the street car company, of whose service he says he found no better anywhere.

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CUT-OFF SKEPTIC AIRS HIS VIEWS.

Does Not Believe That Lake Line
Will Ever Be Built.

HE GIVES SOME REASONS.

Enormous Expense of Construction
And Absolute Impossibility of
Its Operation.

"I'll never believe that the Southern Pacific's cut-off across the north end of Great Salt Lake will be a reality until I see it built," said an experienced railroad man here today. The gentleman has had much experience in railroad engineering, and in the west generally, and particularly has had much opportunity to observe causes and effects as applied to railroad construction and operation in connection with the lake and its peculiar waters and general characteristics. His opinion is given for the reader's benefit.

"In view of your skepticism with regard to the lake cut-off, how do you account for the letting of grade contracts and present activity in operations looking to the immediate prosecution of the work?" was asked.

"Well, it is not altogether impossible to construct the work so far from danger and being done," was the reply.

In the first place," continued this disbeliever, "the signs are that they appear, 'the amount of work so far let brings the grade to the lake shore, a distance of some nine or ten miles west of Ogden. Now, that makes the line strike an old sand bar, runs south along the eastern shore of the lake, down to this city, and my opinion is that eventually the road will come that way."

As to my reasons for thinking so, let me explain: The plan to run across the lake includes a distance of 26 miles of line that must be exposed to the wind and waves of the lake, and these in that part of this body of water are not to be held in light estimate. While it is the intention to grade all but 11 miles of this, there is to be this latter length of treacherous, or piling. As is well known, the first material found at the bottom of the lake is a layer of sand of varying thicknesses of from six inches to two feet, then comes a hard stratum of soda formation of from a foot to 18 inches thick, and after that alternate strata of sand and blue clay for an indefinite depth. It is impossible to drive piles through this soda bed without having first 'steamed out' the holes in which the timber is to be driven. Take the same sort of treacherous work and if my experience with the lake teaches me anything it is that the Southern Pacific will find it almost impossible to run its heavy trains upon it. Out at sea, where a short stretch of such construction over which the bathing train is run from the shore to the pavilion. Every year that little bit of treacherous work must be gone over and repaired and strengthened in order to make it safe for even the light engines and cars of the Salt Lake & Los Angeles. These trains, run out to the pavilion during the summer season at a speed of perhaps less than 10 miles an hour, so that the work must be made to make these annual reinforcements absolutely necessary. How is it going to be with a stretch of treacherous work almost as long as the entire line from here to Ogden, with such engines and monster freight and heavy Pullman cars run over it constantly? If speed shall be made the danger must be so great as to make even a wealthy railroad corporation pause. Then again, it is to be graded must be enormously expensive for the reason that plenty of rock and rip-rapping must be used in order to guarantee it against the action of the water.

"I don't think there are any men on the Southern Pacific who have tried to run a train over rails wet with the salt water of the lake, and when a high wind comes up at the north end of the lake the water is bound to get onto the track, or all previous experience in this direction amounts to nothing. Of course, the water comes up only when the wind blows, and then the latter is so strong as to blow away the sand before it reaches the rails on the sand box. I have seen an engine and two cars unable to move on account of slippery rails from this cause."

No account of the great expense of construction and the difficulty of operation of such a piece of line, I can not yet believe that it will be built. It may come, but if it does it will be built by men for me to drink it."

Again, it is well known that fully 60 per cent of the through passenger business comes into Salt Lake, simply because this city is included in the route. The Southern Pacific cannot afford to ignore Salt Lake because if, as seems evident now, a new line builds through to the coast, with this city as its junction point with an eastern connection, there are likely to be some very serious inroads made into the business of the Southern Pacific, for tourists will come to Salt Lake if they can possibly do so.

"The more I think the matter over, in view of the railway situation in the west and under the adverse conditions confronting the lake line, I am convinced that Salt Lake is yet to have the Southern Pacific."

ORDERED TO STOP.
Commerce Commission Calls Halt on Discrimination.

Chicago, March 12.—Traffic officials of western railroads are much disturbed by the order just received from the interstate commerce commission to immediately discontinue their discrimination in rates against livestock shipments from Missouri river and intermediate points to Chicago, says The Inter-Ocean.

The Chicago Livestock exchange recently filed a complaint with the interstate commerce commission that the western railroads were making lower rates on fresh meats and packing house products shipped here from Missouri river and intermediate points than the rates on livestock.

The traffic officials of the western lines have now received notice from the commission to change their rates so as to avoid discrimination. The commission reminded the railway officials that last October it made a ruling that the railroads must not charge higher rates for hauling live hogs than for hauling products from packing houses. The commission declares that the order made in October applies to the shipment of fresh meats at lower rates than livestock, and wants the practice discontinued at once.

Union Pacific Absorbs.
St. Joseph, Mo., March 12.—The St. Joseph & Grand Island railroad, connecting link between this city and the Union Pacific overland route, has been absorbed by the latter road. There has been much activity in the St. Joseph & Grand Island stocks in New York for the past month and at a late hour last night it was learned that a

majority of the stock of the road had passed into the hands of the Harriman interests. The road was formerly a part of the Union Pacific but upon the re-organization of the latter the Grand Island became an independent system and has since remained so. The absorption of the Grand Island by the Harriman interests will give the Union Pacific a direct entrance into St. Joseph over its own tracks, thereby giving the city another direct route to the Pacific coast.

Up to within a short time ago it was thought that the Harriman had acquired possession of the road.

Dividend Declared.
New York, March 12.—The directors of the Chicago, Milwaukee & St. Paul railroad met today and declared the regular semi-annual dividend of 2 1/2 per cent on the preferred and 3 per cent on the common stock.

Eric Wank \$17.
New York, March 12.—Passenger agents of some of the trunk lines have gone to Chicago to discuss the question of passenger differentials between this city and Chicago. The Eric claims that it should be allowed a rate of \$17. General Passenger Agent Cooke will bring this claim before the meeting.

Boston in the Lead.
Chicago is much out over the fact that Boston runs more daily trains in and out of town than does the "windy city," as may be seen from a perusal of the following table. In the case of Jersey City all lines having terminals opposite New York are included:

Trains, Passengers.
Boston 1,488
Chicago 1,234
New York 1,000
Jersey City 612
New York 536
St. Louis 294
Pittsburg 255

SPIKE AND RAIL.
Counsel C. O. Whittemore of the San Pedro will arrive home tomorrow.

W. H. Donnell of the Colorado Midland went to Ogden this morning. A bad curve near Lookout, Wyo., is to be cut out by the Union Pacific.

Preparations for building the Short Line's Leamington cutoff are going on rapidly. Cut and trim are said to be the watchwords of the traffic managers just now.

G. W. Kramer has been appointed second vice president of the Utah Fuel company. A thousand boxes of spikes have been received for use on the Southern Pacific cutoff from Ogden west.

R. S. Ruble, traveling passenger agent for the Union Pacific, left Ogden for Omaha yesterday afternoon. W. J. Echeby, chief clerk in the Ogden office of Supt. Noble of the Southern Pacific, has gone to Thunder Mountain.

Capt. De LaMar is reported to be behind a project to build a line of railway from Eureka, Cal., to Weiser, Ida. Next Monday evening is the time set for the annual ball of Division 22 Brotherhood of Locomotive Engineers.

E. R. Hunt, traveling freight agent for the Rio Grande Western at Ogden, is in town today shaking hands with numerous railroad friends. The special excursion train of the Tabernacle Choir will leave the Oregon Short Line passenger station at 9 o'clock tomorrow morning.

D. A. Nixon, an employee of the Consolidated Railway and Power company, has been prosecuted with a purse contributed by fellow employees. About 40 acres of land has been purchased near Brighton by the Oregon Short Line. An agent of the company has been quietly looking up the property for some time past.

A report in Ogden is to the effect that work on the Oregon Short Line shops at Pocatello is to be stopped, and that ultimately the shops will be moved to the Junction city. Notwithstanding the efforts of Utah millers to secure a reduction of freight rates on wheat from the northwest, the fact that the rates will indefinitely remain as they are.

Shinners and cars of the Salt Lake & Los Angeles road are in the shops being put in shape for the summer's work in carrying excursionists out to Saltair. The work will open on the usual date—Decoration day, May 30.

E. E. Neudham of the Rio Grande Western is the recipient of a gold badge from Lodge 335, Woodmen of the World. The token is in recognition of services in proselyting new members for the popular organization.

It is stated that on the first of next month the Chicago and the Chicago and North Western will begin operating their own dining cars, to be followed in the same policy by the Oregon Short Line.

Citizens of Provo who were in town last night for the purpose of the encouraging prospect of a railway passenger station to be erected in the Garden City by the R. G. W. General Manager Herbert's assurances to Mayor Taylor are made much of.

C. H. Warren, whose resignation as vice president of the Central railroad of New Jersey was recorded here yesterday, will go to Europe next month. His trip will be for the purpose of obtaining a rest, and his connection with the Central ends on June 1.

In connection with the overland limited trains the managers of the Northwestern, Union Pacific and Southern Pacific have decided to provide a quick service telephone system for the use of patrons while the trains are stationed at the depots in Chicago, Omaha and San Francisco. Special wire connections have been arranged which will permit the use of telephones to within 30 seconds of the leaving time of trains.

At a special meeting of the Southwestern Passenger association bureau yesterday, the Chicago, Rock Island