

# J. L. CRAIG FOR LOCAL AGENT

Travelling Auditor of Oregon Short Line to Succeed Mr. Platt

## SAN PEDRO'S 1ST CIRCULAR

Official Notice Sent to Agents That Tariffs Will Remain the Same After the Transfer Next Week.

Assistant General Manager, E. E. Calvin of the Oregon Short Line this morning announced that he had appointed J. L. Craig as local agent for the company here to succeed Mr. Platt, who will enter upon his duties here as trainmaster July 1.

The appointment will meet with general approval, as at one time it was feared that Idaho was going to capture all the plums that locally fall into the hands of the railroads. Mr. Craig is a Salt Lake man, or at least makes this city his headquarters when he is not out on the system attending to his duties as travelling auditor. The general sentiment is to the effect that he is the very best man that could be selected for the place, and his good business training and affable manners will make him popular with shippers generally. Mr. Craig started in railroading with the Washburn at St. Louis, and in 1887 went to Omaha as a clerk in the auditor's office of the Union Pacific. Two years later he was appointed travelling auditor for that company and when the reorganization came, he remained with the Oregon Short Line in the same capacity.

Just who his successor will be is not at this time forthcoming, but will probably be announced by Auditor McNeill early next week.

## STUBBS ON WAR PATH.

Criticizes Methods Employed by Interstate Commerce Commission.

Chicago, June 25.—The practice of the interstate commerce commission in investigating charges against railroads where the evidence is based on secret information furnished by business competitors was criticised today by J. C. Stubbs, traffic director of the Harriman system.

Mr. Stubbs appeared before the commission to defend the Union Pacific company on a charge that the corporation had been allowing F. H. Peavey & Co., grain dealers at Omaha and Kansas City, rebates in the form of excessive freight rates to the detriment of the service. The information against the Union Pacific railroad is said to have been furnished by a high official of the Atchafalaya, Topeka & Santa Fe railroad, who desires he cannot compete unless permitted to grant similar rebates to grain shippers.

General Counsel Baldwin of the Union Pacific asked to see the complaint filed against the company and Chairman Knapp explained that no formal complaint had been filed. He said the commission was acting upon information obtained secretly.

J. C. Stubbs then said: "Are we not to be given an opportunity to face our accusers? If we are charged with anything, we want to see the complaint and present our defense in the regular manner. It is possible for an officer of a competing road, even the Atchafalaya, Topeka & Santa Fe, to go to Washington and take the commission into a close, most charges against this road and then have this commission order an investigation and place the burden of proving our innocence upon us. I protest against this method of doing business. We have all the information you desire and are prepared to give, but we would prefer to have our accuser come out and fight in the open."

Chairman Knapp replied that, in the absence of written charges, the commission would appear as complainant. He then ordered the inquiry to proceed.

## THE FIRST CIRCULAR.

Salt Lake Route Issues Order No. 1 To Its Agents in Utah.

General Freight and Passenger Agent Gillett of the Salt Lake route this morning issued a circular No. 1, addressed to the agents at all stations on the line to be acquired south of Salt Lake on Wednesday. The circular contains a notification to the effect that the existing tariffs remain in force until new sheets are issued over the signature of the San Pedro officials. When these are forthcoming, however, there will be no change in the rates.

## U. P. NOT TO BLAME.

July Returns Verdict in Seminoles Railroad Disaster of Monday.

Special Correspondence. Rulwila, Wyo., June 25.—The wreckage of the awful railroad accident that occurred at Seminoles Monday has been cleared away, and the track repaired. The coroner's jury held that no blame could attach to the railroad company. The brakes on the loaded coal cars were released by unknown persons in the Rulwila yards and the company had no way of preventing the accident. The remains of M. F. McGrath, the brakeman killed in the wreck, were today sent to Union, Oregon, for burial. The parents of the dead man live at Union.

## Two More Leave the Short Line.

Two more resignations, effective July 1, have been filed in the freight claim department of the Oregon Short Line. They are W. H. Decker, who on the date named opens the employ of the Denver & Rio Grande at Denver, and S. E. Mott, who proposes to enter the newspaper business here as the representative of the National Press association. Mr. Mott has for some time past been a syndicate contributor and now proposes to devote all his time to literary work.

## Southern Pacific Cuts Rate.

The railroads running between New Orleans and New York are brought up over the passenger rates put in force by the Southern Pacific Steamship line, and a rate war seems certain. The round trip rate to New York by steamer is \$20 less than the rail rate, and as a result, the bulk of the travel is by water. The railroad has protested and demanded the withdrawal of the rates, but the demand has so far been ignored by the Southern Pacific. The railroads it is said, have served notice that unless the steamship rates are raised to the rail rates they will declare war and begin hostilities at once. The Southern railway, the Louisville and

Nashville and the Queen and Crescent are the railroad lines involved in the fight.

## SPIKE AND RAIL.

S. O. Brooks, general freight agent for the Chicago & Great Western, will arrive in Salt Lake tomorrow in order to look over the situation.

E. Drake, district passenger agent for the Rock Island, returned this morning from a trip to Chicago.

Resident Engineer Ashton of the Oregon Short Line returned today from a trip north.

Superintendent Olmstead of the Montana division of the Short Line, is in Salt Lake today looking over the situation prior to taking charge of the Utah division.

The new tickets for the Salt Lake route have arrived.

General Manager Wells of the Salt Lake route is expected to return from Los Angeles tomorrow.

F. K. Rule, auditor for the Salt Lake route, is due to arrive from Los Angeles tomorrow.

Hiram Bergstrom succeeds C. H. Patton as night clerk at the Oregon Short Line depot.

## IDAHO NATIONAL BANKS.

Abstract of Their Condition at Close of Business June 9, 1903.

(Special to the "News.")

Washington, D. C., June 25.—The abstract of the condition of the national banks of Idaho at the close of business on June 9, as reported to the comptroller of the currency shows average reserve at 12.51 per cent against 12.58 per cent on April 9.

Loans and discounts decrease \$317,257. Gold coin decrease, \$10,993. Lawful money increase, \$11,110. Individual deposits were \$254,670.

## EASTERN EXCURSIONS.

Via Oregon Short Line.

June 20th, July 6th and 8th. See Short Line agents for particulars.

## PENSIONS FOR IDAHOANS.

(Special to the "News.")

Washington, D. C., June 25.—Idaho pensions—Truman G. Cook, \$10; Nancy M. Jones, \$12.

George W. Hubbard has been appointed postmaster at Buckhorn, Wyo. His assistant will be Isaac E. Sawyer, resigned.

## MRS. GATES BETTER TODAY.

Was Very Ill Yesterday, and Reports From Logan Alarmed Friends.

Reports from Logan this morning were to the effect that Mrs. Susan Gates was seriously ill not critically ill in the Temple city. As a consequence relatives and friends here were considerably alarmed.

Mrs. Gates is stopping with her daughter, Mrs. Whitlow, and was doing very well until Wednesday when she was suddenly stricken with the most agonizing pain occasioned by gall stones. The attack was a protracted one and the family was apprehensive as to the outcome. Today, however, her condition is greatly improved and she is resting easily and hopes are entertained for her speedy recovery.

## AMUSEMENTS.

The stage of these days is under heavy obligation to Miss Amelia Bingham. She is one of the few remaining artists who keeps her chariot hitched to the stars, and who keeps alive the best traditions of the famous stock company days. She is now the only actress manager in America, and the representative of the old days of the theatre.

Miss Bingham is a rare vehicle for their talents in Clyde Fitch's satire on modern society "The Climbers." Besides being a satire on the fashion and the fashion, it is a strong play with an excellent love story, and a high moral. Most admirably was it portrayed last night, before a good sized audience. Miss Bingham herself is a comedian and an artistic worker, and she was given hearty recalls for her brilliant display of acting, notably her pathetic work. Her supporting company is even stronger than the original in New York, when Frank Worthington and Robert Edison were the leading male figures. Mr. Lackaye, the originator of many famous modern comedies, issued a circular No. 1, addressed to the agents at all stations on the line to be acquired south of Salt Lake on Wednesday. The circular contains a notification to the effect that the existing tariffs remain in force until new sheets are issued over the signature of the San Pedro officials. When these are forthcoming, however, there will be no change in the rates.

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not as large as the Ringling Brothers aggregation, were nevertheless high class and thoroughly appreciated. Some of the features were extremely strong and evoked general commendation.

## A GOOD WOMAN AT REST.

Funeral of Mrs. Julia Ives Pack Held Yesterday Afternoon.

Funeral services over the remains of Julia Ives Pack, who died at Kanab, June 23, were held in the Seventeenth ward meetinghouse yesterday afternoon. Bishop Walter J. Beattie presiding. The house had been nicely decorated for the occasion and there were present many old-time friends of the deceased, some of whom were among the speakers. The singing was by the ward choir, under the leadership of Prof. Evan Arthur, and the opening prayer was offered by Elder Aurelius Miner. Remarks eulogistic of deceased and touching upon her many virtues and character, were made by Sister Hathsela W. Smith and Elders Aurelius Miner and John Henry Smith, and the closing prayer was offered by Elder Frank S. Truett. A long cortege followed the remains to the cemetery, where the grave was dedicated by Elder Adelbert Pack. There were many beautiful floral tributes and six sons of the deceased acted as pallbearers.

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