

CHANGES ON THE SALT LAKE ROUTE

Passenger Department Adds Another Traveling Passenger Agent to Local Force.

HUFFMAN GOES TO RIVERSIDE

Clarence Patten Returns to Salt Lake And Geo. T. Holt Goes to the Ticket Rack.

Two changes in the passenger department of the Salt Lake Route here are announced as being effective at once. I. B. Huffman, assistant city ticket agent, who some months ago was transferred from Riverside to Salt Lake, returns to his old post there and is succeeded here by George T. Holt, formerly of the union depot at Denver and of the auditing department of the Oregon Short Line.

The other appointment is the installing of a second traveling passenger agent at headquarters here, who, in a measure will take the place made vacant by the resignation of H. H. Twining. Clarence Patten has been selected for the position and will arrive here Monday to enter upon his new duties. Mr. Patten is familiar with his territory as he was ticket stock agent for the road here when it was first opened for business. Up to yesterday when his new appointment was effective, Mr. Patten was traveling passenger agent for the Salt Lake Route at Los Angeles.

THREE CENTS A MILE Harriman Lines Are To Reduce Fare Effective On July 1.

Omaha, June 14.—A conference of the passenger officials of the Union Pacific, Southern Pacific and Santa Fe lines here today resulted in the announcement of a reduction of passenger rates per mile in six of the western states and two territories. In Idaho the rate will be 2 cents instead of 4 cents on main lines, in portions of Wyoming and Colorado 3 cents instead of 4 on the Union Pacific, in Nevada, Arizona and New Mexico the main line rates will be 4 instead of 5 cents, in Utah, in certain main lines, 3 instead of 4 cents. The rates in California have been varied, but the new rates will be uniformly 2 cents per mile on main lines. The reductions become effective July 1.

San Francisco, June 14.—Today the Southern Pacific announced through its general passenger department an expected and voluntary reduction in passenger rates on all its western lines unprecedented in the geographical area and the railway mileage affected.

Passenger Traffic Manager Fee of the Southern Pacific said today that from every station on the Pacific system hundreds of rates to other points would be reduced.

Rates along the main line in Arizona and New Mexico are reduced from 5 and 6 cents a mile to 4 cents a mile. The rates in Utah are reduced from 5 cents a mile to 4 cents a mile, and in Nevada along the main line from 5 cents to 4 cents a mile. In California the rate up the mountain from Auburn will be reduced from 5 cents a mile to 4 cents, and through the mountain section around Mt. Shasta north to Redding from 4 cents to 3 cents. The rate across the Colorado desert from Banning to Yuma will be reduced from 5 cents to 4 cents. In addition to these sweeping reductions, rates within California are so changed as to reduce them between many important points where there is heavy travel. From San Francisco to Los Angeles the rate will be \$14 instead of \$15, and between San Jose and Los Angeles, \$12.75 instead of \$15. Between Santa Barbara and San Francisco, \$10.90 instead of \$11.65; between San Jose and Santa Barbara, \$9.65 instead of \$11.45; between Fresno and Los Angeles, \$8.40 instead of \$9.76; between Sacramento and Los Angeles, \$13.45 instead of \$15, and between Sacramento and Lathrop, \$11.75 instead of \$12. The rates along the line between Santa Marguerita and Santa Barbara including San Luis Obispo and Lompoc will be reduced nearly 40 per cent. These rates will go into effect July 1.

Passenger Traffic Manager Fee said today that rates would be lowered as a result of the new tariffs to 100 or more stations from every point on the Pacific system and that several hundred rates would be reduced between San Francisco and other Southern Pacific stations. It is not known what the saving to the public in fares will be, but it is believed it will exceed \$500,000 a year and will increase year by year.

The reduction was decided upon at a meeting of the passenger traffic officials of the Southern Pacific under Traffic Director J. C. Stubbs at Chicago. This wholesale reduction is to aid in the development of western territory along the lines of the Southern Pacific, more especially those now having a sparse population, and the experiment will be watched with great interest by railroad officials and colonizers generally.

Beyond the mere announcement the Oregon Short Line passenger department is not prepared to go into details regarding the permanent cut in passenger rates. Pending more detailed advice from Harriman headquarters the reduced fares will be on a temporary basis making one-way trips to Ogden \$11.15 instead of \$13.50. To Payette, Ida., the present fare is \$18.55; the new fare will be \$14. Idaho will be greatly benefited by this move, in fact it will take the wind out of the sails of those legislators who are now engaged in drawing up a bill for the next session of the legislature calling for a reduction in railroad fares throughout the state. This announcement will have the effect of making a serious inroad into the earnings of the prospective bondholder road between Salt Lake and Ogden.

It is anticipated that similar announcements will be forthcoming on the part of the Rio Grande and Salt Lake Route passenger departments. In the latter case, however, the existing fare to Milford for instance is, in all intents and purposes, on a 3-cent basis.

NEW MALAD TRAIN Additional Service on Branch to Connect With Cache Valley.

Commencing on Sunday next the Oregon Short Line will install a new train service on the Malad branch. This train will be operated daily and connections will be made at Brigham with the regular Cache valley train. Under the new service passengers can leave Salt Lake on the regular Cache valley train at 4:30 p. m. and arrive in Malad at 8:20 p. m. The new train will leave Malad at 7:15 a. m. and arrive in Salt Lake at 11:40, passengers being required to change both coming and going at Brigham. On the second service passengers can leave Salt Lake at 7:15 a. m. and arrive in Malad at 1:20 p. m. and arrive in Salt Lake at 1:20

FIREWORKS! FIRECRACKERS FLAGS



SWEET CANDY COMPANY

Headquarters for Fireworks.

SPIKE AND RAIL

General Agent Claude Williams of the Chicago, Milwaukee & St. Paul, has returned from a trip to Idaho.

The Salt Lake Route has had to all intents and purposes a 3-cent rate in force to Milford for months past.

General Passenger Agent E. W. Gillett of the Salt Lake Route leaves with his family for Los Angeles this afternoon.

Horace G. Burt, formerly president of the Union Pacific, passed through Ogden on Wednesday on his way east from Russia, where he has been identified with a big railroad construction project.

GARFIELD EXCURSION

Sunday trips to hottest spot in Utah. Round trip \$6. Trains at 11:30 a. m. and 1 p. m. Great Salt Lake at its best. World's greatest copper smelter. New model town on the shore. View the hills and view the mammoth improvements.

WYOMING RANCHER KILLED.

Thomas L. Sewall Shoots His Neighbor Paul Morse in Jackson's Hole.

Special Correspondence. Wilson, Uinta Co., Wyo., June 11.—This little community, and in fact all of Jackson's Hole, are greatly shocked by a terrible deed committed six miles south of here on Saturday evening.

Thomas L. Sewall shot and killed Paul Morse, a neighboring rancher, in his (Morse's) own field, about sunset, and left the body out all night. About midnight Sewall went to Harry Philbrick's house, another neighbor, called him up and told him he "had had to kill Paul Morse," and asked him to go down to his house and stay with his family while he (Sewall) went to Wilson. Philbrick objected to this, but offered to go to Wilson if Sewall would return home. The latter agreed to this, and both left the house together for their respective destinations. On arriving at Wilson, Philbrick notified Mr. Spencer, the assessor, and then went to bed in the latter's house.

On Sunday morning Mr. James W. Schofield, justice of the peace, was notified, and at once sent the constable and a deputy to Sewall's house to arrest him, while several men volunteered to go out and bring in the body. The justice held an inquest the same afternoon when the jury brought in a verdict that the deceased met his death from a bullet fired from a .45-90 Winchester rifle in the hands of Thomas L. Sewall. Sewall is held here under arrest awaiting the arrival of Prosecuting Attorney D. C. Thomas of Evanston, who has been telegraphed for.

It seems there has been more or less illfeeling for some time past between these two neighbors over their fences, which extend in each other's fields, etc., but it was generally supposed that their differences had been patched up, and the terrible news fell like a thunderbolt upon the community. Deceased was a single man 48 years old, a well known and highly respected citizen who has always had the welfare of the people and his part of the county at heart, making himself useful in various ways as a public benefactor and his death is deeply deplored.

He came in here about six years ago from New York state with little or nothing to start with but by hard work and frugal habits has built up a good ranch of 225 acres out of the sage brush and willows on the west bank of Snake river and was the owner of 37 head of cattle and four good horses.

No one here seems to know the name or address of any of his relatives, but was always very reticent about his family affairs. While this valley has "enjoyed" a somewhat tough reputation in past years for horse stealing and cattle rustling—a reputation which still clings to the country in the minds of some transients, though no longer deserved—the writer hears through careful enquiry of some of the oldest settlers that if this crime can be called murder—a question to be decided at the coming trial—it is the first murder that has been committed, and proved to be such, in the history of this valley during the past 50 years.

Funeral services were held this afternoon at the residence of Justice Schofield, Presiding Elder Abram Ward taking charge of same at his request. Paul Morse not being a member of the Church. Some of the ladies present furnished the singing after which appropriate remarks eulogistic of the deceased and drawing a lesson from this sad event on the danger of giving way to feelings of anger and malice were made by Elders H. L. James and E. N. Wilson. John L. Dodge also spoke with much feeling and the funeral cortege proceeded to the new graveyard where the dedicatory prayer was offered by Elder James.

TEMPLE NOTICES.

The Salt Lake temple will close Friday evening, June 29 and reopen, Tuesday, Aug. 7, 1906.

The St. George temple will close its doors on Friday, June 29 and will not reopen again until Tuesday, Aug. 28, 1906.

DAVID H. CANNON, President.

Long and Happy the life of the June Brides That Start Now With Hewlett's THREE CROWN Fresh Roasted Coffee

WEATHER CHANGES: WHAT MAKES THEM

Heat, Clouds, and Wind Are Shown To Be the Elements.

CUMMINGS ON NATURE WORK.

Shows Teachers How to Make a Weather Record, and Enlightens All On Changes of Climate.

The third lecture of Prof. Cummings at the state university on nature study was full of scientific and popular interest, the main portions being as follows:

What is weather? was the first question asked of the class of teachers. Some thought it was the wind, others the rain, and as young children in the grades often answer, that it is what makes people sick.

One member of the class gave a comprehensive answer, stating that weather is the temperature, moisture, and action of the air. This was accepted as a sufficient basis, and it was shown that the kinds of weather are warm and cold, wet and calm, and that the constituents of weather, in other words, are heat, moisture, and wind. It was observed that climate is the prevailing weather, and that it has a further division into healthy and unhealthy.

THE SUN'S INFLUENCE.

The cold and heat of the atmosphere, whence does it come? The source, as all children know, is the sun, and the amount varies with each hour and with each season. What is it that causes the heat of the day and of the season to change so much? Is the sun nearer to us in summer than in winter? No, it is farther away. The children are told to look at the sun as it rises and as it sets each day and to notice its position. In a week a change is observed and its time of rising and setting is always changing. This fact results in the change in the length of day and also of night; and it is seen further, that the temperature depends on the height of the sun in the sky; the higher the sun is, that is, the more the heat of the sun strikes the earth, the more heated the atmosphere and the earth become. When is this? and why? Observation proves that noon and midsummer are the times of greatest heat.

THE SKIOMETER.

At the University of Utah training school, a curious instrument has been devised to measure the amount of heat given by the sun to the same spot of earth. This instrument, called the skiometer, shows by a simple experiment that on June 21 three square inches of direct sunlight are spread over nine square inches of the earth's surface, in our latitude, and that on Dec. 29 three square inches of direct sunlight cover 27 square inches of the earth's surface. The instrument shows also that this change is due to the angle at which the sun's rays strike the earth. The angle is determined by means of a homemade shadowstick. The longer the shadow, the more oblique is the angle, that is, the further the sun is from the zenith.

CLOUDS AND MOISTURE.

The second element of weather is moisture, which is roughly indicated by the cloudiness of the atmosphere. The longer the shadow, the more oblique is the angle, that is, the further the sun is from the zenith. The storm clouds and the fair weather clouds were distinguished, and their number, quality, position and elevation observed. Their precipitation, in the form of dew, frost, hail, rain, and snow, was considered as a phenomenon to be observed daily.

THE WINDS.

The three elements of variation due to the wind were considered—its effect on evaporation, its direction and its velocity. All these things observed daily are to be put into a record-form as follows: The day of the week and the date are to be in vertical columns at the left, the headings along the top are as follows: Time of sunrise, of sunset, length of shadow at noon, temperature, wind, rain, frost, hail, and dew.

MOTIVES FOR STUDY.

When each day the student has been trained to notice these things concerning weather, and to make his own record, his interest in this part of the work is easily sustained. The socializing of the study is made by showing how the student is affected by the weather, how plants and vegetation change their climatic variations; how the price of commodities varies with the season. The larger pupils noted elevation, clouds, and wind, and their work was in no way disappointing, while the support was in keeping with the cleverness of the principals. The play is extremely melodramatic, of the class that takes well with an average audience. The bill goes for tomorrow's matinee.

ORPHEUM.—All four lower boxes and the reserved seats have already been picked for tonight at the Orpheum where "Old Heidelberg" is meeting with hearty favor. The same bill goes at tomorrow's matinee. The company is now working on "Shenandoah" which Manager MacLean promises will be "the best yet."

Casino.—Tonight will be the last rendition of "Night in Morocco." Tomorrow the Zulu company will present "The Grand Duchess," a merry opera which has not been seen here for some time.

Lynce.—"For Her Children's Sake" will be given for the last time tonight, and tomorrow afternoon the Bitner company opens in "Northern Lights."

FERGUSON HEARING.

Man Accused of an Assault Upon a Three-Year-Old Child.

The preliminary hearing of D. M. Ferguson, charged with a criminal assault upon Irene, the three-year-old child of D. B. Hinkley who lives in Kendall terrace, was commenced in the city court today before Judge Whitaker. The accused man stated to the court that he had seven witnesses which he desired subpoenaed, and at the conclusion of the state's evidence the case was continued until tomorrow morning to allow the man to see

MORAN OUTBIDS BARBER CROWD

What Figures Made Public by Board of Public Works Today Show.

INCLUDES ALL THE PAVING.

Board Meets Again Tonight to Complete Tabulation and Take Definitive Action on Work.

The board of public works met this morning and opened bids for all the street paving, improvements advertised for this year. There were but two bidders, the Barber Asphalt company and P. J. Moran. The bids on two of the paving contracts had been tabulated by the city engineer up to 2 o'clock, but the other two contracts have not yet been figured out. It is evident from an inspection of the figures that Moran has underbid the Barber people on all of the contracts. His bids, however, are not as low as those of the Barber company on April 11, when the former bids were opened before the work was re-advertised.

Followed with a statement of the bids tabulated up to 2 o'clock this afternoon: State street from Fourth to Seventh South and Fourth South street from West Temple to Second east: Barber Asphalt company, \$102,641. P. J. Moran, \$88,280.10. East Temple street from Fourth to Ninth South: Barber Asphalt company, \$70,815.90. P. J. Moran, \$57,041.25.

The bid of Hanley & Ritchie, amounting to \$20,619, was the only one received for macadamizing Sixth East street, from South Temple to Third South.

The board will meet tonight at 8 o'clock and take final action on all the bids.

VETERAN ASSOCIATION.

Captain Webb Says It Would be Good For High School Cadets.

Captain Webb says that a veteran association of high school cadet graduates would be a good thing, and exert a salutary influence and incentive to continued soldierly effort on the part of the cadets themselves. Captain Webb believes there are enough graduates in town now to organize two companies of 50 men each. According to the laws of the state this new command would not be allowed to carry arms, but on parade, they might provide themselves with canes to carry like swords at a "carry."

Crack eastern regiments of the national guard, like the New York Seventh, have veteran associations that maintain a permanent organization and parade on stated occasions as regimental escorts. They exercise a sort of paternal influence on the regular regimental command, and the more pleasant associations formed in active service. The traditions of a regiment are nourished, and an active esprit de corps encouraged. If the active organization has some object in view that needs outside help in its achievement, the veteran association is right there to help. But for the veteran association of the Seventh, the great armory that command costing nearly a million dollars, could hardly have been built. The Seventh was the first regiment of the New York militia to have a really decent armory, and its example has been so profitably followed by other regiments that the finest specimens of armory architecture now to be found in New York state. The armories of the Ninth, Sixty-ninth and Seventy-first regiments in New York City, and that of the Seventy-fourth of Buffalo, are not superior in the world. Captain Webb proposes to bring this matter up at an early day among the high school graduates and effect an organization along the line suggested. He believes also that it will be a general help to the whole school.

AMUSEMENTS.

Theatre.—The advance sale for Henriette Crossman at the theatre begins this morning. The distinguished actress will no doubt be greeted by a handsome audience at her opening Monday night in "Mary, Mary Quite Contrary."

Advance Agent Murray, representing Nat Goodwin in the play, here next week, first his new production "The Twenties," second, "When We Were Twenty-one."

Grand—"Sunny Africa" was presented to a large and delighted audience at the Grand last evening. No play that the Ethel Tucker Stock company has given here perhaps has been better received. Miss Tucker and Messrs. Brandon and Dickinson, of course, were in the leading roles, and their work was in no way disappointing, while the support was in keeping with the cleverness of the principals. The play is extremely melodramatic, of the class that takes well with an average audience. The bill goes for tomorrow's matinee.

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OUR LOSS=THE PEOPLE'S GAIN FIRE! FIRE!

On our premises, Sunday June 3rd 1906, a considerable portion of our gigantic stock of

JAPANESE ART OBJECTS

Exhibits from the Portland Fair was damaged by Fire and Water.

ALL OF THE SALVAGE

TOGETHER WITH THE UNINJURED STOCK

COMPRISING Tea, Chocolate, Berry and Salad sets, Cups and Saucers and Plates in all kinds of rare and costly porcelains' Vases Ornaments, etc., in cloisonne, satsuma, brass and bronze. Elaborately carved Furniture in teak and cherry woods. Beautifully Embroidered Screens and Kimonos in silks and satins. Unique and valuable Antiques and Art Objects will be sold by Public

Auction!

Shall positively Dispose of every article quickly, without limit or reserve.

GREATEST OPPORTUNITY FOR REAL BARGAINS!

Sale Commences Tomorrow SATURDAY, JUNE 16th, AT 2 AND 7 P. M.

AND WILL CONTINUE DAILY UNTIL EVERYTHING IS SOLD. INSPECTION EVERY MORNING FROM 11 A. M. TO 1 P. M. O'CLOCK

Japan Art Association, [FAIR COMMISSIONERS]

317 MAIN STREET Almost Opposite Postoffice.

MISCELLANEOUS.

Colorado Southern 104 Denver & Rio Grande 49 Erie 47 Illinois Central 111 Louisville & Nashville 140 Manhattan L. ex-div. 145 Metropolitan St. Ry. 111 Mexican Central 25 Missouri Pacific 26 New York Central 26 Pennsylvania 125 Reading 125 Rock Island 64 St. Paul 174 Southern Pacific 274 Southern Railway 140 Ticon Pacific 64 Wabash 26 Wisconsin Central 44

Amalgamated Copper 104 American Car & Foundry 104 American Locomotive 104 American Smelting & Refining 104 Am. Smelting & Refining pd. ex-div. 117 Brooklyn Rapid Transit 104 Colorado Fuel & Iron 104 International Paper 104 National Biscuit 104 National Lead, ex-div. 104 Pacific Mail 104 People's Gas 104 Pressed Steel Car 104 Pullman Palace Car 104 Standard Oil 104 Tennessee Coal & Iron 104 United States Steel 104 United States Steel pd 104 Western Union 104 Northern Pacific 104 Great Northern pd 104 Mackay, ex-div. 104 Mackay, pd., ex-div. 104

TODAY'S MONEY MARKET.

New York, June 15.—Money on call higher, 2 1/2 per cent; 10-day rate, 4 to 4 1/2, closing bid, 4; offered at 4 1/2. Time loans strong, 60 and 90 days, 4 1/2; six months, 4 3/4 per cent. Prime mercantile paper, 5 3/4 per cent. Sterling exchange, firmer at 45.55-46 for demand, and at 45.50-45.55 for 60 day bills. Posted rates, 4 1/2 and 4 3/4. Commercial bills, 62 1/2-63 1/2. Par silver, 64 1/2. Mexican bonds, 50. Government bonds firm; railroad bonds heavy.

NEW YORK CLOSING STOCKS.

Friday, June 15. Atchafon 104 Baltimore & Ohio 104 Canadian Pacific 104 Chicago & Alton 104 Chicago & Alton pd 104 Chicago & Northwestern 104 Chicago & Northwestern pd 104

DIED.

McDONALD.—At Big Cottonwood, June 15, 1906, of heart disease, John Anderson McDonald, son of Francis and Veronica Anderson McDonald, aged 19 years and 17 days. Funeral at 12 o'clock noon, Sunday, from Big Cottonwood meetinghouse.

RE Evans Florist, 36 E. Main St.

Floral Designs a Specialty. Phone 961.

LOST.

FURSE CONTAINING MONEY. Between First South and Sixth Street. Finder return to office and be rewarded.

LADY'S PURSE CONTAINING 10 B. Between Saltair Depot and North Temple. Return to 6 E. First South Street.

WANTED.

A CAPABLE ENGINEER. MUST come well recommended. Address 208 Deseret News.

UNION DENTAL CO. 211 South Main. HONEST WORK. HONEST PRICES. Painless Extraction of Teeth or No Pay. All Work Positively Guaranteed. Phone: Bell, 118-X. Ind., 1184.

The San Francisco Fire Merely an Incident. THE PHOENIX ASSURANCE CO. OF LONDON WRITE THEIR AGENTS: THE COMPANY CONTINUES TO PAY CLAIMS and to TRANSACT BUSINESS as a matter of course. THE CONFLAGRATION IN SAN FRANCISCO WE MAY SAY WAS MERELY AN INCIDENT IN ITS UNDERWRITING HISTORY of over 125 years. PLACE YOUR INSURANCE WITH THIS CONFLAGRATION PROOF COMPANY. Smedley-Wakeling Insurance Agency AGENTS 204 ATLAS BLOCK