

WESTERN PACIFIC ROSTER IN RUMOR

As Completion of Road Approaches,
Discussion Begins Among
Railroad Men.

HARRIMAN IN THE LINE.

His Offices Discredit Stories, Gould
People Deny It—Opening Date
Near First of Year.

As the fall season approaches, when it is promised that the new Gould road, the Western Pacific, will be opened for business, interest in the probable personnel of officials of the road, and even as to the control of the road itself, become rife. The combination of a number of incidents, perhaps trifling in themselves, may serve to indicate in which direction the wind is blowing in regard to this most important western link in some trans-continental road.

First as to the road itself. There are those who say that when the line is completed and opened for patronage, it will be a Harriman institution, and extension of the Union Pacific, notwithstanding the fact that it was built by Gould. There is the assertion that Harriman rescued the road in one of its financial difficulties pointed out in support of this view. And while this rumor is absolutely denied in Denver & Rio Grande circles, and not even acknowledged in Harriman circles, in the opinion of some western railroad men the likelihood of the road's being controlled by Harriman seems very plausible. "It would give Harriman," said a constant source of the subject, "an absolutely perfect road into California, and one that could never be surpassed. They say that a combination of the Union Pacific and the Western Pacific would eliminate the heavy grades of the Central Pacific on this end, and the bad alignment of the Denver & Rio Grande on the other, and that the Western Pacific-Union Pacific combination is far more fitted to the Har- riman scheme than the Denver & Rio Grande and Western Pacific to that of the Goulds."

SOME GOULD DENIALS.

On the other hand, representatives of the Gould interests maintain that for the men composing the interests headed by George Gould, under whose direction the Western Pacific was built, no money or skill, regardless of cost, being spared to evolve the best railroad ever built in the West, and such a road to completion and then to hand the result of their labor and ambitions for years over to their greatest competitor would be simply worse than folly and something not to be even thought of.

"Why," said one prominent Gould official, "the idea is preposterous. After men like George Gould and E. T. Jeffery and others have spent the greater part of their energies and capital for the last number of years in making possible this Western Pacific, to think of their giving it up just as it is completed is all tommyrot—absolutely silly. Don't you look for any thing like that?"

Therefore, considering the road as purely a Gould line, which it undoubtedly is, the matter of the personnel of the officials of the line, when it goes into operation this fall, becomes of interest. Rumors of changes in the staff of the Denver & Rio Grande officials have been circulating for some months, indicating changes of men in high places from one road to the other. The rumors have mentioned the probability of the changing of the general management in the hands of A. C. Ridgway, who holds a similar position now with the Denver & Rio Grande. Another rumor gives that honor to A. E. Welby, until recently with the Denver & Rio Grande, but now with the Denver, Laramie & Northwest. And again, it is said a New York man may be brought in for the place, or at least an eastern railroad man.

OTHERS ON THE ROSTER.

For the position of general freight and traffic manager, it seems entirely likely that S. V. Derrah, present assistant general freight agent of the Denver & Rio Grande, and general traffic manager of the eastern division of the Western Pacific, now in operation as far as Shafter, Nev., will be the man selected. Mr. Derrah is now east on a vacation, when he intends to spend several weeks at his old home in Pennsylvania, after which he will go to New York to confer with the

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heads of the Gould system on matters of business. Speculation as to the man selected to be general passenger agent of the Western Pacific, hints that the recent trip to San Francisco of E. A. Wadleigh, assistant general passenger agent of the Denver & Rio Grande, was not without its significance. The head offices, it is rumored, may be placed at the party to be given at the coast just to get acquainted with the "lay of the land." Other rumors, seemingly with considerable foundation, place the general passenger agent toga on the shoulders of Col. I. A. Benton, present head of the passenger department of the Denver & Rio Grande in Salt Lake City, and a man of many years' experience in handling passenger business. It is understood that the colonel denies the soft impeachment, but that he is a fit man for the place and that the road would make no mistake in making the appointment is a conceded fact. Another report names W. J. Shotwell, general agent for the Denver & Rio Grande at Salt Lake City, as the man named as the head of the new passenger department.

It is expected that the Western Pacific will be ready for the operation of through freight trains about the end of October. The line will be completed and connected up previous to that time, but it may be that regular through passenger and freight business will not be accepted before the first of the coming year. Therefore the announcement of the personnel of officials for the new road may not be expected much before the end of the present year.

SPIKE AND RAIL.

C. E. Barker, agent at Idaho Falls for the Short Line, is in the city.

Division Supt. Patterson of the Pullman company will be in town Sunday night from Chicago.

General Agent of Way Agent E. A. Noth of the Denver & Rio Grande road is in town for a few days closing up some old accounts with the company.

BUS PASSENGERS.

E. M. Helgoh of Welser, Idaho, who is a member of Governor Brady's staff, is visiting Salt Lake for a few days. He is accompanied by his family and is staying at the Knutsford.

F. D. Wilson, general agent of the San Pedro railroad at Butte, is in Salt Lake on business and is at the Knutsford.

F. Jonas of Belgium is at the Knutsford. He finds many things that are new and strange in America, and especially in the west. He was much interested in Salt Lake and is going from here to the Yellowstone national park, and thence to the coast.

PERSONALS.

Geo. T. Odell writes from Geneva, Switzerland, under date of June 11, that he is rapidly approaching a mileage of 4,000 miles as indicated by his auto. He expects to be in Paris at the end of the following week. All in the party were well.

Miss Florence Nielsen has returned from a two years' course of study at the University of California, and is visiting friends in this city.

A. G. Mackenzie of the Bell Telephone company is at large in the state of Wyoming, on company business.

President H. P. Clark of the Merchants' bank returns tonight from a business trip to Boise.

John R. Folks, formerly a resident of this city, is in town from his Aberdeen, Idaho, ranch, on a business errand.

A. S. Shackleton, a prominent and valued citizen of Kamloops, B. C., accompanied by Mrs. Shackleton, are in Salt Lake visiting with the Moyle and Armstrong families, who are relatives, while en route to Nephew to visit there with relatives and friends. They arrived over the O. R. & N., and will return west later. Mr. and Mrs. Shackleton were in Salt Lake last August, and note valuable changes for the better in the building up of this city. Mr. Shackleton's grandfather, Thomas Cannell of this city, was an old-time pioneer, and he is well acquainted here generally.

CHURCH NOTICES.

The regular monthly meeting of the Salt Lake stake Relief society will be held in the Fourteenth ward chapel Saturday, June 26, at 2 p. m.

The high priest's quorum of the Salt Lake stake will meet in the Seventeenth ward hall, at 10 a. m., Sunday, June 27, 1909.

TEMPLE NOTICES.

The Salt Lake temple will close Friday evening, June 25, and reopen on Monday, August 2.

The St. George temple will close on Friday July 2, 1909, and re-open on Tuesday August 31, 1909.

DAVID H. GANNON.

WEATHER FORECAST.

Generally Fair Tonight and Tomorrow; Cooler Tonight.

TODAY'S TEMPERATURES.

6 a.m.	70
7 a.m.	72
8 a.m.	77
9 a.m.	77
10 a.m.	77
11 a.m.	75
12 m.	75
1 p.m.	75
2 p.m.	75
3 p.m.	75
4 p.m.	75
5 p.m.	75
6 p.m.	75
7 p.m.	75
8 p.m.	75
9 p.m.	75
10 p.m.	75
11 p.m.	75
12 m.	75

YESTERDAY'S RECORD.

Highest	82
Lowest	56

CONSERVATION IS THEME OF LETTER

United States Forester Asks
Railroads to Unite in Pre-
serving Timber Supply.

WOOD IS WASTEFULLY USED.

Mr. Pinchot Says It Is Necessary for
All to Work Together, and Suggests
Some Lines of Policy.

(Special Correspondence.)
Washington, June 21.—The presidents of the leading railroads of the country have just received a letter from Gifford Pinchot, United States forester, calling upon them to practise forest conservation and better timber utilization. In his letter the forester says: "I am writing to call your attention again to some phases of a subject to which I know you must already have given much thought—the conservation of our forests. The report of the national conservation commission shows that we are cutting our forests three times faster than they are growing; that much large timber, and growing growth are destroyed yearly by fire; that as a nation we have used wood wastefully and extravagantly; that the only way we can get the timber we shall need in the future is to keep all our forest land constantly growing trees, and that the longer we delay action the greater will be the pinch of a time shortage later on."

MUST WORK TOGETHER.

"One-fifth of our remaining timber is public forests, and on these forests the nation and the states are practising forestry. Four-fifths of our timber is privately owned, and it is being cut almost exclusively for present profit without regard to the future. The problem of conserving a timber supply can not be solved by the nation, nor by individuals alone; all must work together."

"Since the railroads are among the largest consumers of wood, they suffer heavily from the much higher prices and the actual scarcity of timber which will occur if our forests are not conserved. Railroad companies can most advantageously undertake both the growing of timber and the economical utilization of the product. They have a steady demand for timber, and they need much small timber of kinds which can be grown in a relatively short time."

SOME LINES OF POLICY.

"Each railroad has its own special timber problems which must be worked out to meet the given conditions. At the same time there are certain lines of policy which can be profitably adopted by many roads. They are:

"1. The use of chemically treated ties wherever possible.

"2. The use of so-called interior woods, as, for example, black gum and white pine, for ties, which will reduce the drain on white oak, and which is entirely practicable if the ties are treated.

"3. The purchase and management of land bearing mature timber which can be used immediately, and of second growth timber which will meet the needs of the future. Such lands if properly managed will insure a perpetual supply of ties and lumber at the cost of production.

"4. The planting of trees upon non-agricultural land owned by the company, which does not now contain sufficient young growth to produce a timber crop.

"5. Co-operation with other roads in the union of standard specifications for ties and timber and for the treatment of them. Co-operation with timberland owners and the states in fire prevention, and in bringing about conditions which will make the practise of forestry profitable.

"These are in substance the recommendations of the subcommittee on forest supplies of the American Railway Engineering and Maintenance of Way association. The adoption of these recommendations and the appointment of technical men to carry them out will, it seems to me, be wise action for any railroad, and the influence of their general adoption would be far reaching and most beneficial.

"I should be very glad to discuss the matter more in detail with you at your convenience, or to be of use in any other way."

Responses which show much interest are being received, and it is presumed that definite action along the lines mentioned will result.

LATE LOCALS.

Mrs. Hallett no better.—The condition of Ruth Wilson Hallett, who lies very ill at the Dr. Groves Latter-day Saints hospital, was reported to be no better this afternoon.

Two New Members.—Two new members of the Manufacturers' association have been secured by secretary D. F. Collett. They are the Deseret News and the Home Fire Insurance company of Utah.

Guard Cleveland Resigns.—Guard G. E. Cleveland has resigned his position at the state prison which he has held so long, and will give his attention to commercial life. Thon Driggs is at present filling the prison vacancy.

Snow Gone at Brighton.—N. J. Fotheroff of the forest service is in town from Wasatch station. He says the snow is off the ground at Brighton so that summer campers there have no difficulty in occupying their cabins.

Undergoes an Operation.—Mrs. Malcom McDuff, sister of Mrs. A. B. Knott, who underwent an operation for appendicitis at the Holy Cross hospital. Her condition while serious, was this morning slightly improved, and hopes are entertained for her recovery.

Quarterly Dividend.—The regular quarterly dividend of 2 per cent of the Consolidated Wagon & Machine company will be paid July 10, 1909.

NO NAGGING.

In the home where the husband remembers his wife and children often with a box of Starbuck's Bitter Sweet, Bonnie Brar or Downy Chocolates. Their "confection perfection brings perfection of affection." See to the box everywhere.

Sweetly thine,

STARTUP CANDY CO.

Provo "The Candy City."

On stock of record June 30, 1909. The stock transfer books will be closed June 30, 10 o'clock p. m. and will be reopened July 1, 10 o'clock a. m. Checks will be mailed to the stockholders as usual.

Thistle Club Outing.—There was a gathering of the clans at Wandamers yesterday. It was a Scotch day, and the Thistle club celebrated it in true Scotch style, to the evident enjoyment of all present. During the afternoon games of all sorts and musical selections reminiscent of other days. Dancing was also indulged in until a very late hour. At the conclusion of the day's enjoyment the entire company present joined in singing "Will ye no Come Back Again," and "Auld Lang Syne."

SUIT FOR DIVORCE.

Emma C. Taylor filed suit for divorce against her husband, Martin B. Taylor, charging him with non-support in a wasteful and dissipated manner. The Third district court. They were married in American Fork on Aug. 7, 1907, and have no children. She asks for \$300 in alimony, and to be restored to her maiden name, C. Best. Taylor has failed to support her, she alleges, for a year although he earns \$90 a month.

VETERAN FIREMEN NOTICE.

You are requested to attend the funeral of Fred Everett at Evans' undertaking parlors tomorrow at 2 p. m.

G. M. OTTINGER, President.

STAKE CONFERENCES HELD AT RICHFIELD.

(Special Correspondence.)
RICHFIELD, June 20.—A very enjoyable two days' session of Sevier stake quarterly conference closed this afternoon. Beautiful weather prevailed and a large number of the Saints from all parts of the stake were in attendance. Elder A. W. Ivins of the twelve apostles and Joseph W. McMurrin of the First Council of Seventy were in attendance and delivered interesting discourses on timely subjects. The stake presidency and a good representation of bishops and other stake officers were also in attendance.

The Mutual Improvement associations held their conjoint conference meeting this evening. At this meeting the visiting brethren spoke also, the prevailing topic being the reading of the prescribed reading course of books for the associations.

The resignation of Christian Peterson of Glenwood, stake superintendent of the Y. M. W. L. of the stake, was accepted and J. Milton Poulsen was chosen in his place, with Christian P. Christensen and Julius F. Ogden as counselors and Albert Bird as secretary.

On Friday, the 18th, the high priests of Sevier stake held their conference in the tabernacle here. During the session a special meeting was held and in the afternoon the sisters and the general public were invited to attend. Elders Ivins and McMurrin arrived in the afternoon in line to do a living altar service, which were very much appreciated. After the meeting in the evening, the local brethren invited their visitors to attend the Lyric choir, which was a very pleasing service of the new stake titling office took place.

After the afternoon session of the quarterly conference, the dedicatory services of the new stake titling office took place.

WEBSTER'S UNABRIDGED DICTIONARY.

At cut rates to all paid-up subscribers of the Saturday or Semi-Weekly news, only \$2.50, at our office. Postage 75 cents extra.

LOCAL MARKETS.

In today's local markets, there are quite a number of changes, prices on vegetables being steadily lowered as the season advances, and the weather is favorable to development of the various crops. Peaches and apricots appear to be growing plentiful, and cantaloupes are now in the market. A special feature is the arrival of a car of watermelons from the Corpus Christi country in southern Texas, where such large quantities of early crops come from. There was a small consignment of watermelons from Texas a few days ago, as the first shipment of the year; but they were so poor that very few found their way to the market. The present car, however, is held at 3 cents per pound, but this price will fall in a week or two to figures which will admit of a more general market.

The commission men report the receipt of a fine lot of Valencia oranges, with lemons and cabbage from the coast. Lemons are now up to \$5 per case on account of the maturity of the crop. The condition of the weather, fine white potatoes are on hand from Southern California, but the general California vegetable shipments are being heavily curtailed on account of the maturity of Utah crops which can be disposed of here at prices with which the California growers can not compete. Utah lettuce is reported as being exceptionally fine. Hay continues to cheapen, that \$12 is a fair price now for alfalfa delivered in loose loads. But farmers report that June grass is spreading so that alfalfa and timothy are being greatly injured by it. The hills in Davis county are being covered all over with it. Oats are falling, although there is not too much in the market. This is caused by the fact that the farmers who have been holding in for so long a time to try and force the market up, are now discouraged in the face of the rapidly ripening grain crops, and are rushing their accumulated stocks on the market. A much further slump in oat quotations may be expected. The prices obtaining today are as follows:

RETAIL.

HAY AND GRAIN.

Family flour, per cwt.	2.40
Flour, straight grade, per cwt.	2.35
Flour, high patent, per cwt.	2.70
Bran and shorts	1.70
Straight shorts	1.75
Corn meal, per cwt.	2.80
Timothy hay	1.10
Alfalfa hay	1.00
Corn, per cwt.	2.15
Roller barley, per cwt.	2.50

MEATS AND POULTRY.

Dressed beef, pound	\$6.18
Dressed hams, pound	18.00
Lard, per pound	.15
Dressed veal, pound	12.50
Fall lamb, pound	12.50
Dressed spring, pound	25
Dressed hens, pound	.20
Hens, pound	.20
Roasters, pound	.20
Ducks, pound	.20
Turkeys, pound	28.00
Tame geese, pound	.24

DAIRY PRODUCTS.

Creamery butter, per pound.....39

Butter, ranch, per pound.....	25.00
Cheese, per pound.....	20.00
Ranch eggs, per dozen.....	30
Neufchatel cheese.....	10
Pkg. cream cheese, two pounds.....	20

FRUIT.

Oranges, per dozen.....	15, 30, 40, 50
Lemons, per dozen.....	25
Limes, per 100.....	1.35
Bananas, per dozen.....	20.00
Grape fruit, three for.....	25
Figs, per pound.....	.25
Dates, per pound.....	.15
Utah strawberries, per box.....	10
Sweet cherries, per pound.....	10
Raspberries, per box.....	15
Apricots, per pound.....	20
Peaches, per pound.....	20

NUTS.

Almonds, per pound.....	20
Walnuts, per pound.....	25
Pecans, per pound.....	25
Filberts, per pound.....	25

VEGETABLES.

Potatoes, per peck.....	35
Utah radishes, two bunches for.....	5
Parsley, two bunches for.....	5
Saratoga chips, per pound.....	30
New cabbage, per pound.....	10
Utah carrots, two bunches for.....	5
California lettuce, two bunches.....	15
Green onions, two bunches for.....	5
Peas, per pound.....	15
Bermuda onions, two pounds for.....	15
Spanish, two pounds for.....	5
Rhubarb, two pounds for.....	5
New Cal. potatoes five pounds for.....	25
Wax beans, per box.....	1.00
Asparagus.....	5
Green peas, per pound.....	6
Summer squash, two pounds for.....	15
Fresh tomatoes, per pound.....	15
Cucumbers.....	1.00
New turnips, two bunches for.....	5
Cantaloupes, each.....	20

GROCERIES.

Laver raisins, per pound.....	15
Butter, per pound.....	20
Beets, in cans, each.....	20
Dill pickles, quart.....	15
Sour pickles, quart.....	20
Peppercorn, 2 pounds.....	25
Sugar, 14 pounds for.....	1.00
Sugar, per 100, cane, 640; beet, 620	
Citron peel, per pound.....	25
Orange peel, per pound.....	20
Lemon, per pound.....	25
Mincemeat, per pound.....	15, 20, 25
Sweet cider, per gallon.....	60
Egg hominy, quart.....	10
Creamery butter, per pound.....	19
Creamery butter, per pound.....	19
Good ordinary butter.....	20.00
Cane sugar.....	6.40
Light sugar.....	6.20
Maple sugar, pure, per pound.....	25

FISH.

Flounders, per pound.....	15
King fish, per pound.....	15
Brook trout, each.....	15
Halibut, per pound.....	15
Salmon, per pound.....	15
Rock Cod, per pound.....	17.50
Crabs, per doz.....	2.00
Shrimp, per pound.....	17.50
Codfish, per pound.....	15
Soles, per pound.....	15
Baracuda, per pound.....	17.50
Shad, per pound.....	30
Shrimp, per quart.....	25
Shad, per pound.....	25
Sturgeon.....	17.50
Sea bass.....	17.50
Blacklaw trout, per pound.....	25
Black bass.....	30

WHOLESALE.

MEATS AND POULTRY.

Dressed beef, per pound.....	\$6.18
Dressed veal, per pound.....	10.11
Dressed pork, per pound.....	12.00
Dressed mutton, per pound.....	19.14
Lamb, per pound.....	12.50
Lard, per pound.....	.15
Live hens, per pound.....	.14
Meats, dressed, per pound.....	17.50
Turkeys, per pound.....	28

DAIRY PRODUCTS.

Fresh Utah creamery, extra.....	29
Ranch butter.....	20.25
Ranch eggs.....	7.50
Utah cheese, per pound.....	16.00
Eastern cheese, per pound.....	18

FARM PRODUCE.

Timothy, per ton.....	22.00
Alfalfa, per ton.....	15.00



Big \$1.00 and \$2.00 Millinery Sale At Banks' All Day Saturday

We will place a collection of this season's pretty trimmed hats, every one a model of style and loveliness on special sale at the following startling reductions:

One table of \$7.50 hats for women and nurses you choose Saturday.....\$2.00

Two tables of charmingly designed hats, values as high as \$3.00. Your choice, Saturday.....\$1.00

Doors open on this wonderful bargain at 8.30 a. m. Saturday.

Just Come Early!

Banks' MILLINERY.
116 Main St.

DIED.

MCGEEHAN.—In this city, Hannah Maria McGeehan, wife of John McGeehan of Park City and daughter of Air and Mrs. Alvin Connelly of this city, aged 24 years, 10 months and 18 days. Funeral services will be held from St. Mary's cathedral tomorrow. Time to be announced later. Interment at Mt. Calvary.

PRECKE.—At 394 south Sixth East, June 24, Lillian C. daughter of Parley P. and Hattie Schettler Precke, aged 1 year, 9 months and 20 days. Funeral was held today at 2 p. m. from the family residence. Interment in city cemetery.

NEELY.—Harvey L., 906 Lincoln Ave., June 24, 4:30 p. m.

R. E. Evans, Florist, 36 S. Main St. Floral designs a specialty. Phone 961.

UTAH NATIONAL BANK.

At Salt Lake City, in the State of Utah, at the close of business, June 23, 1909.

RESOURCES.

Loans and Discounts.....	\$ 903,315.27
Overdrafts, secured and unsecured.....	45,521.03
U. S. bonds to secure circulation.....	200,000.00
U. S. Government securities, etc.....	4,000.00
Real estate and fixtures.....	8,410.00
Loans on collateral.....	457.00
Loans from National banks (not for agents).....	194,039.00
Loans from State and national banks and bankers, trust com- panies, and Savings banks.....	49,737.00
Loans from approved reserve banks.....	196,480.00
Loans on and other cash items.....	333.00
Loans on U. S. Government securities of other National banks.....	2,430.00
Loans on national paper currency, and on U. S. bonds.....	240.00
Loans on U. S. Money Reserve in U. S. v. i. z. :.....	\$163,738.50
Loans on tender notes.....	2,856.00
Loans on remission fund with U. S. Treasury (in percent. circles)	10,000.00
Total.....	\$1,739,954.80
LIABILITIES.	
Capital stock paid in.....	200,000.00
Surplus.....	50,000.00