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SATURDAY, JULY 11, 1903. SALT LAKE CITY, UTAH.

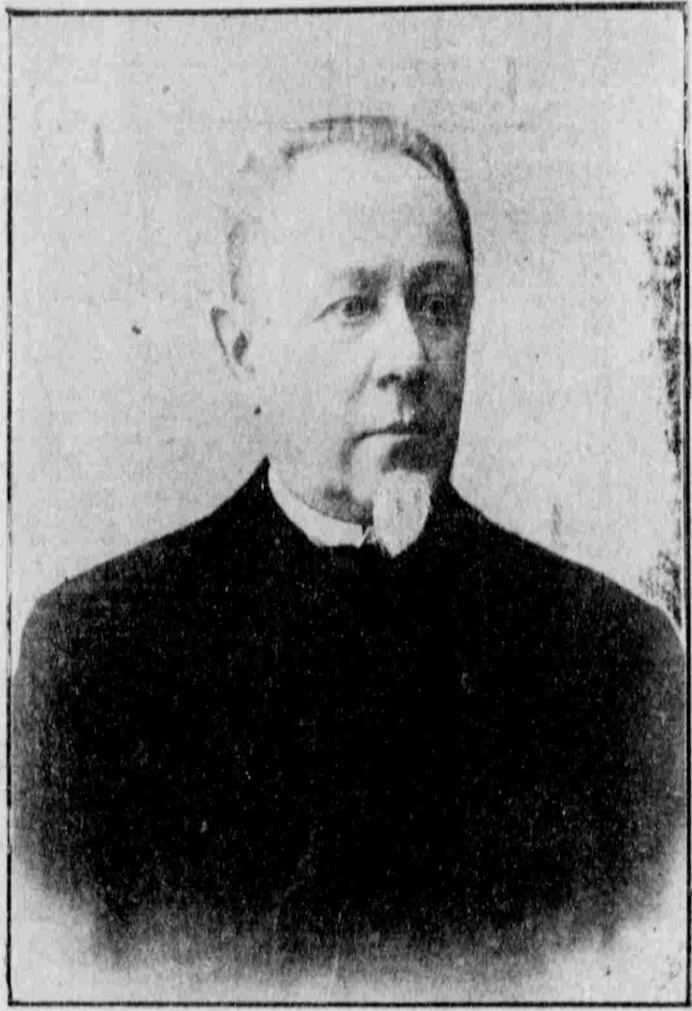
FIFTY-THIRD YEAR.

PART THREE.

## THE TRANS-SIBERIAN RAILWAY

A Chat With Prince Hilkoff, the Czar's Minister of Railroads and Communications.

(Special Correspondence of the Deseret News by Frank G. Carpenter.)



Photograph Secured for the Deseret News by Frank G. Carpenter.

PRINCE HILKOFF, Russian Minister of Railroads.

He Discusses the Wonderful Traffic of the Road—And Says It Already Pays Two Per Cent on the Investment—Its Condition and the Probability That It Must Be Rebuilt—A Million Tons of Steel Rails Needed—Chances for American Bridges and Locomotives—The Growth of Siberia—Its Dairy Business—A Billion Pounds of Butter a Year and the Vast Quantity Shipped to London—American Trade in Asiatic Russia—The Siberian Coal Mines—Immigration and How the Country Grows—Russia and Manchuria—The Commercial Metropolis of East Asia.

straight, well-formed and rather heavily built man of 56. He has a broad forehead, bright, piercing eyes and hair and beard of frosty silver. He looks more like a practical business American than one's ordinary idea of a Russian prince, and he impressed me with his force of character and common sense. The first subject that came up was the Trans-Siberian railroad, and in the course of the talk I asked his excellency if he thought it would be a commercial success. He replied: "The road was built as a military and state enterprise, and the emperor's idea was that it would develop Siberia for our surplus population. It is believed that the increase in values would eventually make the road pay, but the outlook now is that it will be a very profitable undertaking, and will eventually give good dividends on the cost of construction. "The traffic has grown beyond our wildest expectations. We are already running 19 trains each way per day, and we shall have to increase this number to 15 or 16 very soon. The passenger traffic is growing, and it will some time pay a large part of the expenses of the road. The freight traffic is growing in the same ratio. As for the whole line it already pays its operating expenses and about 2 per cent on the capital invested. The traffic is so heavy that the rails will not stand it. They are too light. We shall have to re-lay the whole road and replace it with rails of a heavier weight. I did not approve of these light rails, but I had no idea of the possibilities of the line. We expected at first to run about three trains each way daily. The road was hardly completed before we had twice that many, and as I have said, we now have more than three times that number."

to be brought by the post or by steamers, and it was impossible to carry perishable fruit. Oranges then brought as much as 75 cents a bushel. They are now sold at reasonable prices all along the railroad. "How about grain, your excellency, you make a low enough freight rate to compete with ours in the markets of Europe?" "I think we shall be able to do so," replied the minister of railroads. "We are already shipping grain northward to Archangel, and from there to different parts of Europe by sea. Our grain market of the future will be largely in the far east. There is an enormous demand for wheat and other cereals in China, and that trade will probably be developed."

Shanghai costs \$450. The Trans-Siberian fare is \$160, making a saving of \$290, in addition to the 29 days. There is no doubt but that the most of the travel to the Far East will be by railroad in the very near future. I understood that the trains are good. The express, which goes once a week, has sleeping cars, dining cars, a library, a gymnasium and all the comforts possible to railroad travel. The trains go at a good average speed, and everything is done for the comfort of the passengers. THE LAKE BAIKAL EXTENSION. At present the cars are ferried across Lake Baikal, but there is talk of building a railroad along the banks of the lake and connecting with the main line. I asked Prince Hilkoff what he thought of this scheme. He replied: "I do not approve of it. As it is now we cross the lake on a steam ferry. The distance is only 24 miles, whereas if we extend the road it will mean 150 miles of new line and this will have little advantage over the lake as it will take longer to go by train than by the ferry. The great objection has been that the lake is covered with ice in winter, but this can be obviated by ice breakers. We had one from America which worked well for a year or so when it was the paddle wheel broke. This stopped the traffic for a time and was the cause of the proposition to build the railroad around the lake. Several good steam ice breakers would keep the lake open the year around and they would be infinitely cheaper than the new railroad, which would cost millions of dollars."

DUKE, JEWS' FRIEND.



Grand Duke Michael, brother of the Czar of Russia, has expressed himself as being the friend of the Hebrews of his brother's domain. He promises to do all in his power to ameliorate their unfortunate condition. At the same time, however, he points out that the Russian government will not brook interference regarding internal policy from any outside power and he warns Americans not to press the matter.

T. PETERSBURG, July 12.—It was through a letter from his excellency, Count Cassini, the Russian ambassador at Washington, that I was accorded an interview by Prince Hilkoff, the great Russian railroad builder and manager. Prince Hilkoff is one of the chief members of the czar's cabinet. He is an actual privy counselor and is the minister of public works and railroads of this greatest empire of the world. He has held this position since 1895 and it is largely through him that the Russians have become the most advanced railroad constructors of the nations. During his administration almost 13,000 miles of railroad have been built, or considerably more than one-third of the railroad mileage of the land of the czar. He has pushed the Trans-Siberian road to completion, he has extended the lines in southern Asia and has built thousands of miles in European Russia. No man in the world is better posted upon railroad matters than Prince Hilkoff. He has an accurate knowledge of every road in Europe, he knows Asia better than many Americans know their own states and he carries a map of the world on his brain. FROM ENGINEER TO CABINET MINISTER. Many have the idea that Russia is

ruled by an hereditary nobility; they think there is no chance here for a man without his father's rank. This is a mistake. The ordinary citizen has almost as good opportunities here as in the United States, and the ablest men of the empire are self-made. Mr. Witte, the tsar's minister of finance, now secretary of the treasury and business manager of the czar, began life as a railroad clerk. Prince Hilkoff came of good family, but he has risen from the ranks. He was well educated, and after graduation chose the railway as his life work. He had studied civil engineering, but he wanted practical knowledge, and therefore went to the United States and entered the employ of an American contractor, a Quaker, who was building roads in South America. The young prince started out by carrying a surveyor's chain, and continued as a civil engineer, laying out and superintending railway building for this man. He was employed by him in Argentina, and while there aided in the construction of the road which now runs from Rosario to Cordova. Later on he accepted other similar positions, and gradually rose until he became the head of the vast system of railway communications of this empire. A CHAT WITH PRINCE HILKOFF. It was at his St. Petersburg palace that I met Prince Hilkoff. The appointment was fixed for 11 o'clock in the morning, and at that time I found his excellency at work in his study. He laid aside his paper as I entered, shook my hand and addressed me in English. He speaks English fluently and it was in that tongue that the interview was conducted. As the prince talked I had some chance to study him. He is a

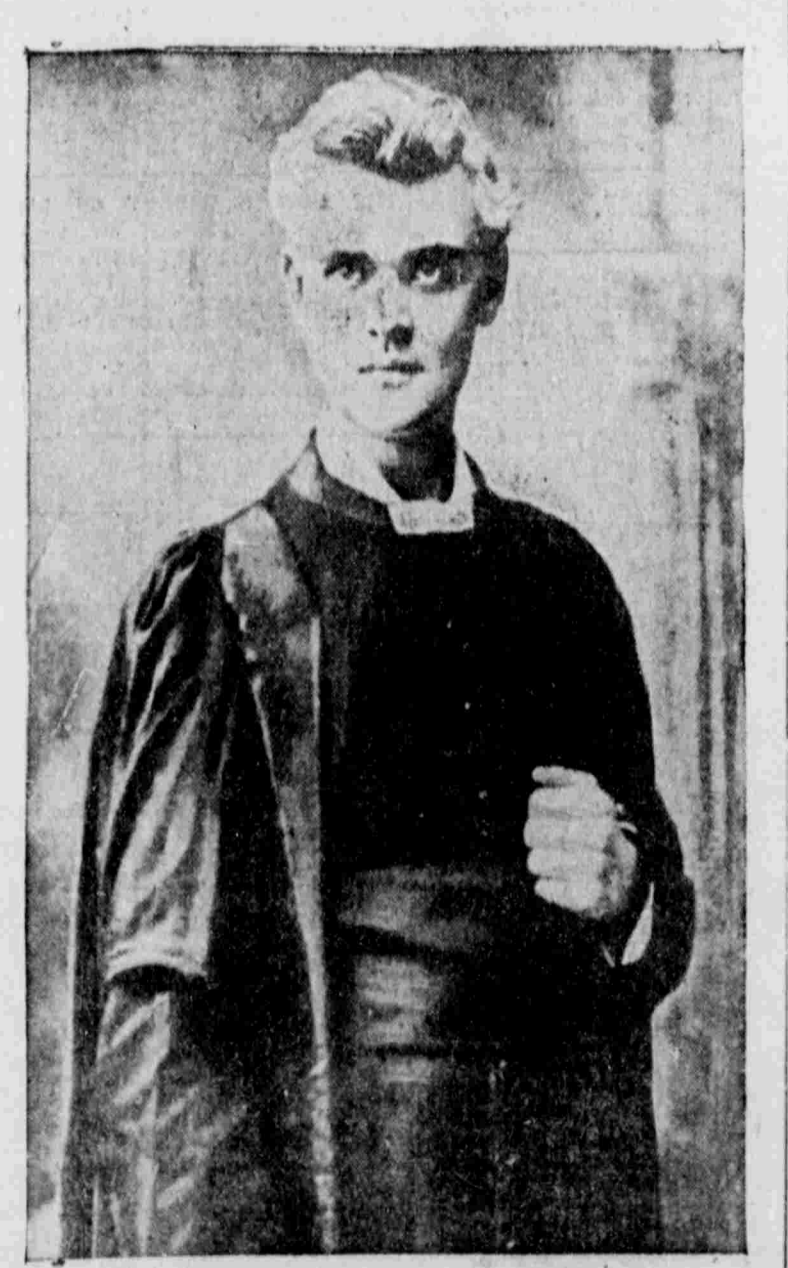
BETTER TRAINS FROM SIBERIA. "Give me some idea of your freight, your excellency," said I. "It is far different from what we supposed it would be," replied Prince Hilkoff. "We expected to carry grain, cattle, farming machinery, merchandise and military supplies, and so we do, but, in addition, we have a business in dairy products. The grass of western Siberia is very rich. There are vast pastures and the cattle feeding upon them produce the finest of milk and butter. Siberia is already one of the chief dairy countries of the world, and butter from there is shipped direct to London over the Trans-Siberian road and through Russia. We carry it to the Baltic and send it thence to England by fast steamers. It takes about three weeks to get it to the seaboard. It is carried in refrigerator cars, some cooled by ice and some by electricity. "We have already 1,600 cars devoted to this trade alone, and during the season we run two fast butter trains to London over the Trans-Siberian road. We have refrigerators at the stations to cool the butter. We are already shipping almost a billion and a half pounds of butter a year and the business is in its infancy. It will steadily grow and in time improved breeds of cattle will be introduced. FRUIT FOR THE FAR EAST. "Another feature of our traffic," continued Prince Hilkoff, "is the shipment of fruit to Siberia. There are people in Siberia who had never seen apples, grapes and oranges until the coming of the railroad. These fruits were sold only in the larger cities. They had

THE GROWTH OF SIBERIA. "What is the railroad doing for Siberia, your excellency?" I asked. "It is opening up the country and it will result in its development. Numerous branch lines will have to be constructed and these will be a great empire out there inhabited by Russians. The territory is enormous. Siberia is two and one-half times as big as Russia in Europe. It is half as large as the United States. The Trans-Siberian alone carried 150,000 immigrants last year and we shall take more this year. "How about the settlement of Manchuria? Will you not establish Russian colonies along the line of the Eastern Chinese railroad?" "I have nothing to do with the Manchurian end of the line," replied his excellency. "That is owned by a private company and is more directly under the charge of the minister of finance. I don't believe that colonies would pay there. The land is poor and there is no encouragement for emigrants to take it up. "What is to be the great city on the Trans-Siberian road, your excellency?" I asked. "I think it should be Vladivostok," replied Prince Hilkoff. "I should like to see the railroad metropolis of the far east in our own territory and believe that we should go to work to make a great city there. The only trouble at Vladivostok is the ice which fills the bay during the winter. But that could easily be broken up and kept open by ice breakers so that ships could call there all the year around. I don't think much of Dairen, the commercial city we are building at the Manchurian end of

Migration began along about 1860 and in 1880 about 110,000 had immigrated. After that the number coming in increased much more rapidly, and at present villages, towns and little cities are growing up all along the line of the railroad. The total population of Siberia is now about 8,000,000, of which a large proportion is Russian. The Trans-Siberian alone carried 150,000 immigrants last year and we shall take more this year. "How about the settlement of Manchuria? Will you not establish Russian colonies along the line of the Eastern Chinese railroad?" "I have nothing to do with the Manchurian end of the line," replied his excellency. "That is owned by a private company and is more directly under the charge of the minister of finance. I don't believe that colonies would pay there. The land is poor and there is no encouragement for emigrants to take it up. "What is to be the great city on the Trans-Siberian road, your excellency?" I asked. "I think it should be Vladivostok," replied Prince Hilkoff. "I should like to see the railroad metropolis of the far east in our own territory and believe that we should go to work to make a great city there. The only trouble at Vladivostok is the ice which fills the bay during the winter. But that could easily be broken up and kept open by ice breakers so that ships could call there all the year around. I don't think much of Dairen, the commercial city we are building at the Manchurian end of

the Trans-Siberian road. It is true that it has an excellent harbor open all the year round, but it is outside Russian territory and I do not like it. From this conversation with Prince Hilkoff and other sources I learn that a large part of the Trans-Siberian road will have to be rebuilt. The rails are altogether too light to stand the heavy traffic the road is now carrying. They are bending over at the curves and will have to be changed in the near future. It is not improbable that the whole line will be relaid and if so the order for steel rails will approximate 1,000,000 tons for the main line alone. This will be a great chance for our steel trust as it is about the only company that could fill such an order. Branch lines will be built from time to time so that our steel makers will watch the movement and take advantage of it. THEY USE OUR LOCOMOTIVES. I find that American railroad machinery is popular in Russia. A large number of the locomotives on the Trans-Siberian are Baldwins and more Baldwins will probably be used in the future. Most of the cars are equipped with American air brakes and a large number of the 30 odd miles of bridges were made at Sparrow Point, Md. Our big manufacturing companies should keep their eyes on Siberia and especially on the government works going on there. Steam drages and building machinery of various kinds will be in constant demand. FRANK G. CARPENTER.

### DR. CAMPBELL TOURING.



Rev. Dr. Reginald J. Campbell, successor to Dr. Joseph Parker, is now visiting this country. He is the most eloquent clergyman in the ranks of English dissenters and presiding genius at the City Temple, London. He is now touring the Union, which will give Americans all over the country a chance to hear his great eloquence.

### NEWS OF THE WORLD'S FAIR.

From the General Press Bureau. Austria will participate officially in the world's fair. A representative will be appointed shortly. The Liberty Bell will rest in the center of the grounds of the Pennsylvania building at the world's fair. The West Virginia commission to the world's fair, St. Louis, opened headquarters in Parkersburg, July 1. A feature of Wyoming's exhibit at the world's fair will be a large collection of colored photographs of Wyoming scenes. The Irish department of agriculture will make a special exhibit of Irish industries at the world's fair. The seventh congress of the North American Skat league will be held at the world's fair, St. Louis, next year. A locomotive testing laboratory will be a feature in the transportation building at the world's fair next year. A dog show will be a feature of the live stock exhibit at the world's fair next year. California day at the world's fair, St. Louis, will be September 2, the fifty-fourth anniversary of the admission of California to the Union. A topographical map of the state of Alabama will form a part of the state's exhibit at the world's fair. The contract for the Ohio state building at the world's fair has been awarded to the Smith & Eastman Contracting company. The cost is slightly under \$2,000,000. Denmark has officially accepted the invitation to participate in the world's fair and William Arup has been appointed commissioner. Every country in South America will participate in the world's fair. This, too, has been accepted, and an appropriation of 25,000 pesos. Governor Peabody of Colorado has appointed Sam Wood of Denver, special commissioner, to collect exhibits for the Swedish department of the state's exhibit at the world's fair. A prominent English poultry breeder will make a large display of old English game fowls and ducks in the poultry exhibit at the world's fair. An old hand fire engine, with which class, ships' firemen and coal passers or trimmers perform more arduous and repulsive work than the miners in the thin veins in the anthracite region, the miners in the hot mines of Montana, the glass blowers of the gas belt, or the grumpy toilers in the rolling mills. They receive proportionately less pay. They usually work in four-hour watches, four on and eight off. Their loca-

### FOR VICE-PRESIDENT.



Joseph L. Bristow. The friends of Fourth Assistant Postmaster-General Bristow are booming him for the Republican nominee for Vice President. Mr. Bristow has a good record and his energetic work in probing the present postal scandals, in the opinion of his friends, entitles him to ask for the second highest office.