DESERET EVENING NEWS. PUT AN AD. IN THE 'NEWS' If you would reach the purchasers in this city. Our readers look for your store news.

PART THREE.

fr YOU DON'T TELL the people through the newspapers what you have to sell, you can't sell your goods. Our subscribers read the ads.

TRUTH AND LIBERTY. SATURDAY, JULY 11, 1903. SALT LAKE CITY, UTAH.

FIFTY-THIRD YEAR.

Dist

ficers is of

ghness

Am

mfilt

Three

ere me force

telephe

te part

be lea and th hed. 7

ed and

of Ya

Missic

each t

t the

Again

13.-WI

md da ration

addre i his a

ry was the yor Ha

gainst

itional

had so

was an

ntinue Inally the h

7 sittin

vor of

\$ 37 vot

PEAR

ion to

gation

July the l

1 cong rado h

preset

Arres

Ill., Ju

n was

the aryear-ol

the re

arged

nts are

are that

erest in

as a F

which ay was .•Mabel

DUKE, JEWS' FRIEND,

THE TRANS=SIBERIAN RAILWAY A Chat With Prince Hilkoff, the Czar's Minis-ter of Railroads and Communications.

(Special Correspondence of the Deseret News by Frank G. Carpenter.) ւր մանորության անդանական անդանական անդանան անդան ու որոնան անդանական անդանական անդանան անդանությունը։ Դր



Photograph Secured for the Deseret News by Frank G. Carpenter. ֈոլալալալալալալալովալավավակալակալալովալալությունդերալակալալալակակակալալակակակալայան տարակալություն։ ՝

PRINCE HILKHOFF, Russian Minister of Railroads,

T. PETERSBURG, July 12.-It | ruled by an hereditary nobility; they was through a letter from his | think there is no chance here for a man without his father is not. This is no was through a letter from his excellency, Count Cassini, the mistake. The ordinary citizen has al-Russian ambassador at Wash-ington, that I was accorded an of the empire are self-made. Mr. Witinterview by Prince Hilkoff, the e, the Bismarck of Russia, now secregreat Russian railroad builder tary of the treasury and business manager of the czar, began life as a railroad clerk. Prince Hilkoff came of good and manager. Prince Hilkoff

one of the chief members of the czar's cabinet. He is an actual privy czar's cabinet. He is an actor public councilor and is the minister of public works and railroads of this the greatest empire of the world. He has held this

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.**

"How about the prospects of Ameri-can trade in Siberia? Does it offer any

a demand for reapers and mowers and there should be an opening for all sorts of goods supplied by the western states. I look for a great increase in the com-

SIBERIAN COAL MINES.

straight, well-formed and rather heavily to be brought by the post or by steams i Shanghai costs \$450. The Trans-S ly built man of 56. He has a broad forehead, bright, plercing eyes and hair and beard of frosted silver. He looks more like a practical business American than one's ordinary idea of a Russian prince, and he impressed me with his The first subject that came up was the Trans-Siberian railroad, and in the course of the talk I asked his excellency of Europe

"I think we shall be able to do so." replied the minister of railroads. "We if he thought it would be a commercial success. He replied: are already shipping grain northward to Archangel, and from there to differ-"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 was beent 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 lieved that the increase in values would eventually make the road pay, but the outlook now is that it will be a very prefitable undertaking, and will even-tually give good dividends on the cost China, and that trade will probably be developed." AMERICAN TRADE WITH SIBERIA.

of construction The traffic has grown beyond our running 19 trains each way per day, and we shall have to increase this number to 15 or 16 very soon. The pasnumber to 15 or 16 very soon. The pas-senger traffic is growing, and it will some time pay a large part of the ex-penses of the road. The freight traffic is growing in the same ratio. As for the whole line it already pays its oper-ating 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 them. I did not approve of these light ralls, but I had no idea of the possi-bilities of the line. We expected at first to run about three trains each way to run about three trains each way daily. The road was hardly completed

Ican furniture is also in demand, and there is no reason why all sorts of American goods should not be sold." before we had twice that many, and, as I have said, we now have more than three times that number." "How about the coal areas of the trans-Siberian railroad, your excel-BUTTER TRAINS FROM SIBERIA. lency "Give me some idea of your freight,

"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 ble budged family, but he has risen from the ranks. He was well educated, and after gradu-But, in addition, we have a big business in dairy products. The grass of westworks and railroads of this the greatest empire of the world. He has held this position since 1825 and it is largely through him that the Russians have become the most advanced railroad away out there in Siberia." the Trans-Siberian road

ananghai costs \$400. The Trans-Biber-ian fare is \$169, making a saving of \$290, in addition to the 20 days. There is no doubt but that the most of the travel to the Far East will be by railroad in

"How about grain, your excellency, you make a low enough freight rate to compete with ours in the markets a gymnasium and all the comforts pos-sible to railroad travel. The trains go at a good average speed, and everything is done for the comfort of the passesgers.

> THE LAKE BAIKAL EXTENSION. At present the cars are ferried across

Lake Balkal, but there is talk of build-ing a railroad along the banks of the lake and connecting the two ends of the

lake and connecting the two ends of the line. I asked Prince Hilkoff what I thought of this scheme. He replied: "I do not approve of it. As it is no we cross the lake on a steam ferry. The distance is only 34 miles, whereas if we extend the road it will mean 150 mile of new line and this will have little ad vantage over the lake as it will the longer to go by train than by the ferr field for our commercial invasion?" "Yes," replied Frince Hilkoff, "American goods are already sold in many parts of Siberia. This is es-pecially so of farming tools. There is Values over the take 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 its paddle wheel broke. This stopped the traffic for a time and was the cause of the proposition to build the railroad around the take. Several good steam I look for a great increase in the com-merce between eastern Siberia and the Pacific slope. That part of your coun-try is almost destitute of good coal. We have excellent coal in Siberia, which we can ship you at a profit, and in re-turn the vessels can bring back Ameri-can mrechandise and machinery. Amer-tors formiture is also in demand. and around the lake. Several good steam ice breakers would keep the lake open the year around and they would be in-finitely cheaper than the new railroad, which would cost millions of dollars."

THE GROWTH OF SIBERIA.

"What is the railroad doing for Si-

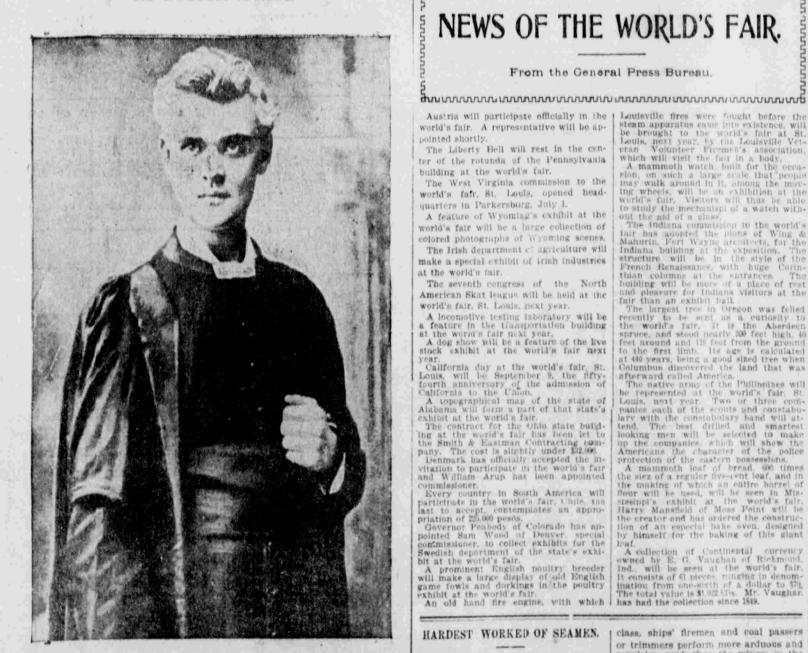
beria, your excellency?" I asked. "It is opening up the country and it will result in its development. Numer-ous branch lines will have to be con-"We are finding new coal fields every "We are finding new coal fields every year," replied Prince Hilkoff. "One of the great arguments against building the road was the probable lack of fuel. It was said that we should have to cut down the forests to feed the engines. The prospects are that we shall have plenty of coal for all time from the beds along the line of the road. The coal we are now using comes from de-Siberia is two and one-half times as big as flussia in Europe. It is half as large again as the whole European continent and considerably bigger than the whole United States with Alaska and youn new colonies added. The northern part of it is not worth much, being composed. of polar marshes the subscoil of which is always frozen, but a little south of that there is a vast belt of pine and fir trees and farther south the wide strip through which the railroad goes. Much of the land there compares with the coal we are now using comes from de-posits near the truck. Some of it is excellent coking coal, and near it are large deposits of iron, so that we ex-pect to have a manufacturing industry

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. This opening up the country and it will result in its development. Numer-ous branch lines will have to be con-structed and in time there will be a great empire out there inhabited by Russians. The territory is enormous. Siberia is two and one-half times as big as Eussia in Europe. It is half as large again as the whole European continent and considerably bigger than the whole

come the most advanced railroad constructors of the nations. During his administration almost 13,000 miles of engineer, laying out and superintend-railroad have been built, or considerably more than one-third of the railroad was employed by him in Argentina, and while there aided in the construction mileage of the land of the czar. He of the road which now runs from Re-has pushed the Trans-Siberian road to sario to Cordova. Later on he acceptcompletion, he has extended the lines ed other similar positions, and gradual-ly rose until he became the head of the in southern Asia and has built thousands of miles in European Russia. No of this empire, man in the world is better posted upon A CHAT WITH PRINCE HILKOFF railroad matters than Prince Hilkoff. He has an accurate knowledge of every road in Europe, he knows Asia better ment was fixed for 11 o'clock in the than many Americans know their own morning, and at that time I found his than many Americans know their own states and he carries a map of the world on his brain.

FROM ENGINEER TO CABINET MINISTER.

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.

prince started out by veyor's chain, and continued as a civil land by fast steamers. It takes about three weeks to get it to the seaboard. It is carried in refrigerator cars, some vast system of railway communications

It was at his St. Petersburg palace that I met Prince Hilkon. The appointexcellency at work in his study. He laid aside his paper as I entered, shock 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

to this trade alone, and during the season we run two fast butter trains every day. We have refrigerators at the stations to store 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 fruits 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 Many have the idea that Russia is some chance to study him. He is a only in the larger cities. They had the Suez canal. The latter trip to other parts of eastern Siberia. The im- are building at the Manchurian end of

A LOOK AT THE TRANS-SIBERIAN and through Russia. We carry it to the Baltic and send it thence to Eng-ROAD.

I here asked some questions about the improvements of the Trans-Siberian railroad and his excellency took me. cooled by ice and some by chemicals. "We have already 1,000 cars devoted across the rotan and showed me a number of maps in illustration of his talk. can only give the gist of his conversa-tion. The road when completed with its Manchurian branches will be 5,542 miles long and the route from ocean to ocean, that is, from Havre to Vladivos-tock, will be 7,500 miles in length. At present it takes a little over two weeks to go from St. Petersburg to Port Ar-thur, and the time will eventually be cut down to 10 days. Gen. Miles made

the trip from Pekin to St. Petersburg in 18 days, and he told me that traveling was very comfortable all the way through. Within a short time we shall be able to go from London to Paris to Shanghai in 16 days instead of in the 35

to existence, will id's fair at St Louisville Vet

n's association in a body, ilt for the occu-

a watch with

n to the world's ans of Wing & cuitects, for the

exposition. Th

with huge Corin-entrances. The of a place of rest na visitors at the

Oregon was felled

it us a curiosity to it is the Aberdeen early 300 feet high, 40 feet from the ground its age is calculated good sized tree when

the land that was

he Philippines will

f the Philippines will the world's fair. St. Two or three com-scouts and constabu-bulary band will at-filed and smartest e selected to make which will show the matter of the police ther momentum

tend. The best drifted and smartest looking men will be selected to make up the companies, which will show the Americans the character of the police protection of the eastern possessions. A mammoth loaf of bread, 600 times the siez of a regular five-cent loaf, and in the making of which an eatire barrel of fleur will be used, will be seen in Mis-issippi's exhibit at the world's fair. Harry Mansfield of Moss Point will be the creator and has ordered the construc-tion of an especial bake oven, designed

le that"

shibition at thus be

NEWS OF THE WORLD'S FAIR.

From the General Press Bureau.

steam apparatus o be brought to 1 Louis, next year cran Volunteer

which will visit th

ton, on such a land

A mammoth watch

study the mechanis t the aid of a glass The Indiana commis-

ir hus indepted t

Indiana building

structure will be

French Renaissan

uilding will be

and pleasure for fair than an exh

the largest

et around and

Columbus discoverce afterward called Am The native army o be represented at 1 Louis, next year, panles each of the ary with the consta and The best of colding men will b

the first lit 440 years, be

world's

f the land there compares with the northern part of the United States which you call your great northwest and with the adjoining country on the other side of the line belonging to the British It will raise wheat and all sorts of hardy cereals. We are finding it excellent for dairying and it is im-possible to tell what it may not be in up.

the future. A large part of the value of Siberia is in its minerals. It has gold, silver, copper and iron. It has coal, rock salt and precious stones and it is in short a world in itself which we have not yet prospected."

EIGHT MILLION SIBERIANS.

"How about immigration?" I asked. "The population is steadily increasing," replied Prince Hilkoff, "We are shipping in a vast number of settlers over the railroad and the steamers take ice breakers so that ships could call many from Odessa down through the Suez canal and about Vladivostock and inch of Dalny, the commercial city we

tion is in front of the firing ends of the

battery of ship's boilers or in the bunk-ers, where the coal is stored, both of

hese being in the very bowels of the ship. The quarters are cramped, the air full of noxious gases, the light, the

terrible glare of raging fires, and the

temperature ranging from 105 to 140 de.

grees F. The most that even the Cu-nard line pays picked firemen for their

mail boats is \$40 per month. The American line has its price regulated at

an average of something over \$30, though at times it equals the best rate.

CONSULAR ETIQUETTE.

I was highly gratified to discover in

the consular regulations that consuls of

the United States rank with colonels in

the regular army, or captains in the

navy, although even before learning

this I felt quite as important as any

colonel. The chapter on the official re-

lations of consuls to naval officers was

also pleasant reading. Whenever an

American war vessel (or squadron) vis-

Its a port where a United States consul

is stationed, it is the duty of the com-

mander to send a boat on shore with

an officer to visit the consul and ten-

der him a passage to the ship. The consul must accept the invitation, visit

the commander, and tender him his of-ficial services. While the vessel is in port the consul is entitled to a salute of

seven guns (nine for a consul-general), which is usually fired while he is being

conveyed from the vessel to the shore. The official etiquet requires the consu

to face the ship, and at the end of the salute acknowledge it by raising his hat. All this has practical significance to our consult at Mediterranean ports, but none whatever in the case of Ghent,

situated some 20 miles infand. But, nevertheless, Ghent is technically a

"seaport," thanks to a ship canal to Terneuzen, on the lower Scheldt, ad-

mitting vessels of 18 or 19 feet draught. My vain hope was that some inquisitive

man-of-war of the United States would

manage to penetrate to Ghent; where. upon the seven guns would beem forth, shaking the dust of ages from the an-

cient belfry, and reverberating through

-Leslie's Monthly.

ellency, "That is owned by a private ompany and is more directly under the charge of the minister of finance. don't believe that colonies would pay there. The land is poor and there is no inducement for sudgrants to take it

> DALNY VS VLADIVOSTOCK. "What is to be the great city on the

trans-Siberian road, your excellency? asked "I think it should be Vladivostock,'

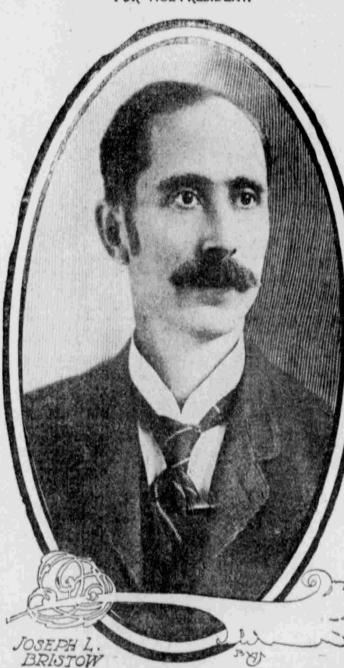
eplied Prince Hilkoff, "I should like o see the railroad metropolis of the far east in our own territory and believe that we should go to work to make a great city there. The only trouble at Vladivostock is the ice which fills the bay during the winter. But that could easily be broken up and kept open by

steel trust as it is about the only com-pany that could fill such an order. Branch lines will be built from time to ime so that out steel makers should watch the movement and take advantage of it.

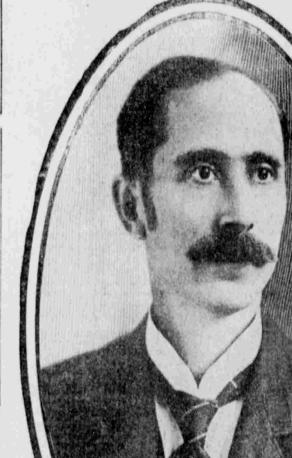
THEY USE OUR LOCOMOTIVES.

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 vere 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 dredges and building machinery of various kinds will be in constant demand. FRANK G. CARPENTER.

FOR VICE-PRESIDENT.



The friends of Fourth Assistant Pos tmaster-General Bristow are booming him for the Republican nomines 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, entities him to ask for the second highest office.



Mr. an Thursd an's S y 15.--/ Cumr huaban 1963, in I degree 'ears' h will, Harri

> ht Han -A11 12 the Ch ny, at uck to turday lle fre oard a turned ught to he tean peared rikers. arily al

HARDEST WORKED OF SEAMEN.

The stokers are the hardest working of all classes of labor on board steam. ships. From intimate association with them in their labor, and from knowl-edge of low orders of labor on shore, I They usually work in four-hour watchcan say without hesitation that, as a | es, four on and eight off. Their loca-

the rules of the medieval castle of the counts of Flanders. This, of course, was a mere dream .-- J. B. Osborne, in the June Atlantic, | class, ships' firemen and coal passers or trimmers perform more arduous and repuisive work than the miners in the thin veins in the anthracite region, the miners in the hot mines of Montana,

and is not afraid of creeping, crawling things, will take a snall and place it on an ordinary pane of glass, he or she will hear something amusing when the snail begins to crawl.

A QUEER MUSICIAN. If any boy or girl, who has a garden,