

DESERT EVENING NEWS

WEATHER REPORT.

Barometer reading at 6 a. m., 25.71 inches. Temperature at 6 a. m., 39 degrees; maximum, 55; minimum, 38; mean, 45, which is 2 degrees above normal.

Excess of daily mean temperature since the first of the month, 17 degrees. Accumulated excess of daily mean temperature since January 1st, 566 degrees.

Precipitation since first of month, none, which is .35 inch below the normal.

Accumulated excess in precipitation since January 1st, 44 inch.

FORECASTS TILL 6 P. M. SATURDAY.

Local forecast for Salt Lake City and vicinity:

Fair tonight and Saturday.

Forecasts for Utah, made at Denver, Colorado:

Generally fair tonight and Saturday.

WILL EXPEDITE CONSTRUCTION.

Agreement Between San Pedro And Short Line Railways.

TO UNTANGLE THE SURVEYS

Evidence That Both Lines Are Anxious To Push On To The Pacific Coast Without Delay.

An agreement which has been entered into between counsel in the San Pedro Short Line survey controversy in Nevada is full of promise of an early settlement of the dispute between the two companies. Not only this, but the intent and purpose of the agreement settles beyond a doubt the fact that both railways to the coast will be built. And further, the action agreed upon will undoubtedly save from one to two years' time to both companies in the final completion of their construction work.

The situation is just this, as explained by Mr. Whittemore for the San Pedro people and the agreement referred to is a Short Line confirmation of his statement.

"Down through the Meadow Valley wash, for a distance of 150 miles, both the San Pedro and the Oregon Short Line companies have surveys. In some places the defile is very narrow and each of the two railway companies have surveyed its own line without reference to the existence or intentions of the other they have come into conflict in many places. In fact, in a distance of less than fifty miles one or the other of the lines crosses its neighbor no less than twenty-six times. Now, that won't do.

"In a meeting between Messrs. Kelly and Williams for the Oregon Short Line and Mr. Gibbons and myself for the San Pedro, Los Angeles and Salt Lake, counsel began to consider the preliminary details to the hearing in court at Carson City and gradually the representatives of the two lines approached each other so closely in a spirit of fairness that it was finally agreed that the engineers of both lines make a joint survey in order to procure facts upon which the trial may be able to base its decision in the matter.

"No thought of compromise as to the legal rights of the respective companies has entered into the negotiations. It was seen in this case, as is the fact in many others, that we may have litigation in court for a long time to come and would ultimately be obliged to return to perhaps this very method, or one similar in its intent, in order that the court might have proper facts upon which to base its decision.

"The act of Congress granting rights of way to railway companies expressly provides that when two parallel lines of railway shall be constructed, one of the lines shall be admitted to be one of the companies having the prior right of way shall grant to the second line a right of way over such portion of its track as may be necessary to allow the trains of the second line to pass through the narrow defile to a point where it may resume its independent way. So you see that neither the Short Line nor the San Pedro is able to shut the other out of the narrow passes in the Meadow Valley wash. Now we propose to do the two engineering courses out there simply to establish two independent grades through the wash that will not cross each other 20 times in less than 60 miles. As to which one of the two companies has the prior right is not being considered—it will be settled by the court. We now simply fix two parallel lines, that in some narrow passes may come so close to each other as to resemble a double-track line, but which will have their distinct and separate roadbeds. And I want to say further that as soon as something definite arrived at we will prosecute construction work very rapidly and I have no doubt the Short Line may do the same. As it is, we are both locked up and impatient to go to work.

The agreement referred to by Mr. Whittemore is unquestionable evidence that both companies are determined to build their lines to the coast and that they each desire to do so at once, without waiting for an aggravation of the legal controversy covering a period of perhaps a year or two. And there is no suggestion of compromise because the question of priority of right will be fought out afterwards in the courts and the establishment of each company in that respect.

One of the features of railway competition is the speed at which passenger and freight may be carried over the line. The San Pedro and the Short Line are interlocking and intertwining surveys through the Meadow Valley wash were adopted it would be almost impossible for trains to travel through that stretch of the important pass.

In spite of the legal controversy, the fact is that the contemplated absorption of one line by the other is demonstrated in this new move that both lines will go through, and when the surveys at the point mentioned are undertaken the result will be a race of steel from Salt Lake to the Pacific coast such as has never been known before.

"The syndicate," says the Examiner, "is to pay cash or offer in payment standard securities acceptable to the seller. If it takes all of the 156,170 shares at \$35, which is believed to be the actual agreed price, it will have to pay \$5,464,650. It is thought Mr. Webb and his conferees will be able to get practically all of his shares. In that event it will be one of the largest street railway deals consummated in this country.

Mr. Webb, one of the present representatives of the syndicate, recently purchased the San Francisco and San Mateo electric line and the Sutter street cable line. He is said to be backed by Alexander Brown & Co., of Baltimore, who have branch houses in New York and London.

CONTRACTS LET.

American Bridge Company Gets Work on Pocahontas Shops.

The contract for the great mill and a quarter dollar shop plant of the Oregon Short Line at Pocahontas has been let, says the Examiner. The contract was originally stated here that the American Bridge company of Chicago. This may be correct, but it seems more probable that this company has the contract for the structure of the mill and that some other firm of builders has the main contract. The first work will be on the new round house and excavations and other preliminaries will certainly be completed this fall and if the weather permits, much other work will be done.

CAN'T RECOGNIZE THEM.

Railway Official Calls Switchmen's a "Side Union."

Jan. 11. "O. N. 8."—Advices received by Grand Master Frank T. Hawley of the Switchmen's union of America, who is in charge of the strike on the Denver & Rio Grande railroad called by the Pacific coast yesterday afternoon, indicate that the strike order has been obeyed by every switchman employed on the Rio Grande system, numbering 255 men. Mr. Hawley came here from his home in Buffalo early in October and has made effort to settle the trouble between the switchmen and the company ever since. In an interview he stated that the switchmen did not expect assistance from the other railroad organizations.

General Manager Herbert of the Denver & Rio Grande stated that the strike of the switchmen would not interfere with the company's business and that no man involved in this strike will be re-employed.

According to the story of the switch-

men the difficulties arose several weeks ago. The Union of Pacific representatives to Denver to meet the general superintendent of the railway, the desire being to secure the acceptance of a regular schedule such as is in force between the railway and other orders. Failing in this, the grievance committee telegraphed for the grand master and after his arrival he called at the office of Manager Herbert of the Denver & Rio Grande. This conference, the switchmen say, was friendly. Mr. Hawley agreed to withdraw the clause in the schedule relating to wages, provided the remaining clauses were considered. From Mr. Herbert's conversation, they say, they thought approval of the agreement and only required the arrangement of details. While Mr. Hawley was in Pueblo on that particular duty the report came to him of the dismissal of several of the men in Denver, including members of the grievance committee, by the railroad. This brought matters to a climax and a strike was decided upon immediately.

An official of the road, speaking of the strike, said:

"The strike of these men is not a serious matter to the railroad. They insisted that we should recognize their union, making a new schedule for the regular working in the yards. We could not do this without violating our agreement with the trainmen's union. The schedule already in force with the trainmen takes in these yard switchmen and we cannot branch off and make a separate schedule for the side unions they want to form."

CUTS DISTANCES.

New Route to Coast in Rock Island System.

In connection with the new line running from Liberal, Kansas to El Paso, Texas, that is to be opened by the Rock Island in the early part of next year, the engineering department gives out the statement that the distance from eastern points to the Pacific coast will be shortened by many miles less than the present shortest route. In summing up the mileage by the new route, the following comparison figures are given:

Chicago to El Paso, Texas, 1,471 miles; saving 100 miles.

Kansas City to El Paso, 954 miles; saving 218 miles.

Kansas City to Los Angeles, 1,769 miles; saving 41 miles.

Omaha to El Paso, 1,106 miles; saving 218 miles.

Omaha to Los Angeles, 1,918 miles; saving 82 miles.

Engineers who have been over the route of this new line say that the region through which it passes on its way from Liberal, Kansas to El Paso, Texas, is full of delightful scenery and extensive natural commercial resources, including rich and well watered land, pastures for stock raising and timber for building purposes. Inexhaustible coal beds, gold, silver and copper deposits and some of the other minerals. The Rock Island is preparing to people much of the country as soon as this new line is in proper running order.

BURLINGTON DIRECTORS.

Combination of Interests Represented in the Board.

The tangible evidence of the settlement of the Northwestern situation became known in New York yesterday, says the Times of that city, when it was leaked out that E. H. Harriman, James Stillman, Jacob H. Schiff, Norman H. Reed, Robert Bacon and H. McK. Twombly had been elected into the board of directors of the Chicago, Burlington & Quincy railroad at the stockholders' annual meeting held last week in Chicago. An attempt was made to withhold the names of the directors elected at the meeting, but the adjourned meeting of the board to be held next Thursday.

A report that the above named had been elected directors was circulated in Wall street early in the day, and confirmation until late in the afternoon, when one of those interested in the Northwestern railroad situation said that the names mentioned will prove to be correct when the composition of the full board is announced this month.

All the various interests are represented in the list given. E. H. Harriman and Jacob H. Schiff represent the Union Pacific interests. James Stillman generally represents the interests of the Rockefeller, who are closely identified with the Harriman syndicate. Norman H. Reed represents the interests of James J. Hill and his associates. Robert Bacon is a member of the firm of J. P. Morgan & Co.; H. McK. Twombly is the personal representative of W. K. Vanderbilt, and as such of the Vanderbilt interests in Chicago & Northwestern.

SYSTEM SOLD.

Market Street Railway Said to Have Changed Hands.

San Francisco, Nov. 8.—The entire system of the Market Street Railway company has practically been sold to a Baltimore syndicate which has for several months been negotiating for its purchase. The deal is understood to have been closed at a conference between H. E. Huntington and I. W. Hellman, representing themselves and other stockholders of the Market Street Railway company, and George Webb, of Baltimore, R. G. Hanford and Attorney General T. L. Ford, of this city, representing the Baltimore syndicate. The terms of the sale are not definitely known, but it is understood that \$6,000,000 in cash is to be paid for the property, and that the final papers will be signed today. It adds that the syndicate will expend at least \$4,000,000 in improving the property. The Examiner says that the offered price per share is believed to be \$35. It states that the syndicate has deposited \$250,000 as a forfeit in case it backs out of the agreement to buy. The Examiner further says that the offer is for another year, and that the syndicate is to have the right of first refusal of the property and books of the company.

Looking to Consolidation.

New York, Nov. 8.—Representative Corlies and J. P. Morgan, of Detroit, are in the interest of the Everett-Moore Railway syndicate.

W. E. Moore, of the syndicate also is in town.

One story is to the effect that they are here to arrange for a mortgage for \$20,000,000 on all the Detroit and Michigan lines in the syndicate, and to form a new company consolidating all the lines. It is thought that the meeting will be held today in Wall street.

Manchurian Railway Completed.

The last rail of the Northern Manchurian railway was laid on Monday, the anniversary of the coronation of Emperor Nicholas. The line connects Vladivostok with the Great Siberian railway. It is expected that it will be opened in a few months and it will greatly shorten the journey the Great Siberian. The only break in the journey from Moscow to Vladivostok will be the Lake Balkhash. The construction of the railroad around the lake will not be finished for some years.

THE LINE CONNECTING PORT ARTHUR WITH THE NORTHERN MANCHURIAN RAILWAY IS NOW OPEN.

Usual False Rumor.

Los Angeles, Cal., Nov. 7.—President E. P. Ripley of the Santa Fe railroad said today in reply to a query:

"No alliance exists between the Santa Fe and the Pennsylvania railroad, and none is contemplated. This alleged news has made its appearance periodically in the last three years. There is nothing in it."

He said those in the party left Los Angeles today for Phoenix, where they will make a thorough inspection of the Santa Fe, Prescott & Phoenix.

SPRINKLE AND RAIL.

"Sporting Life" went out on No. 6, R. G. W.

Dr. Pfoutz, as "company doctor," went out on the Short Line today.

CONFERENCE PAMPHLET.

The issuance of the October Conference pamphlet has been deferred until after the special conference of Nov. 10th, at which the proceedings of that conference may be included, thus making a pamphlet of unusual interest. It will be ready about Nov. 15th. The price will be as usual, \$5, notwithstanding the increased size. Send your orders in at once, as the edition is limited.

HERBINE SWEETENS THE BREATH.

See our Flannellette Corsetine Wrappers on sale at \$1.25 each; our \$1.75 quality.

R. K. THOMAS.

For all fresh cuts or wounds, either on the human subject or on animals, BALLARD'S SNOW LINIMENT is excellent; while corn-huskers' sprained wrists, barbed-wire cuts and sores on working horses, it cannot be too highly commended. Price, 50 cents. Z. C. M. I. Drug Dept.

General Solicitor Kelly of the Oregon Short Line left here for Omaha this morning after his duties connected with the Short Line-San Pedro joint survey agreement.

Frederick Brown, who is clerking for Post Thor Thum at Ross Fork, was down Sunday at the city. He says that the Short Line has completed its new station building at that place and that it is a beauty—quite the finest station building between Pocahontas and Dillon—Pocahontas Tribune.

At a meeting in Denver next Monday of the interests of the Quorum city will enter a protest against the rate discrimination now in force against them. The chamber of commerce has taken the matter up and inasmuch as the operation of the present tariff affect Salt Lake business any alleviation of the situation will prove of benefit here.

At the New York meeting Wednesday J. B. Andrews was elected assistant secretary of the D. & R. G. and W. F. Colton assistant secretary for the Rio Grande Western. The directors of the Rio Grande Western elected the following officers: President, E. T. Jeffery; vice president and general manager, Russell Harding; secretary, J. B. Andrews; treasurer, J. R. Gilby; assistant secretary, Stephen Little; assistant treasurer, Jesse White.

ZION'S SAVINGS BANK AND TRUST CO., the oldest and largest savings bank in Utah, pays 4 per cent interest on \$1 to \$5,000. Start an account.

JOSEPH F. SMITH, President. GEORGE M. CANNON, Cashier.

UTAH COMMERCIAL AND SAVINGS BANK.

Interest paid on savings. W. F. Armstrong, pres. P. W. Madsen, vice-pres. J. E. Caine, cashier.

UTAH COAL.

Castle Gate, Sunnydale and Clear Creek—Lump, \$5.00 per ton. Winter Quarters Lump and all nut coal, \$4.75 per ton. Anthracite all sizes. 73 south Main St. Telephone, 429.

D. J. SHARP, Agent.

Patronize Stores That Display "We Give Trading Stamps" (signs.)

CHURCH NEWS.

SALT LAKE RELIEF SOCIETY.

The officers' meeting of Salt Lake Stake Relief society will be held in the Fourteenth ward hall Saturday, November 9, 1901, at 2 o'clock. A representative from each branch is requested to be present. All are invited.

M. I. HORNE, President.

NOTICE TO SUNDAY SCHOOLS.

By the advice of the First Presidency of the Church, it is recommended that the Sunday schools of the Salt Lake Stake, as in other places, hold their regular sessions as usual next Sunday, November 11, as the business of sustaining the General Authorities of the Church will not be presented until the afternoon meeting of the special conference.

JOSIAH BURROWS, W. C. BURTON, CHARLES E. FELT, State Superintendent.

For Over Fifty Years

Mrs. Wescott's Soreness Soother has been used for generations. It soothes the child, cures the gums, allays all pain, cures wind colic, and is the best remedy for Diarrhoea. 20 cents a bottle.

A call at our store will convince you that we carry the choicest variety of California canned and dried fruits in the city. Call and examine at 63 E. First South.

ST. HELENA'S SANITARIUM FOOD CO.

SPECIAL CONFERENCE.

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Old Books, Music and Magazines. Put them in strong new covers for preservation. Many records of value can be saved by having them bound. The "News" bindery can do the work in any form at any price.

MEDALLIONS AND FRAMED PICTURES.

Hargreaves' and Tuber-Prang's new subjects and latest designs. We know of no line of goods more suitable for wedding and holiday gifts. Largest assortment in town at lowest prices.

CANNON BOOK STORE.

(Deseret News, Props.) 11 and 13 Main St.

A CARD OF THANKS.

To our friends and relatives who so generously and kindly assisted us during the prolonged illness of our little daughter and at her death bed and funeral; also to the Bishop for his proffer of the use of the war meeting house for services and for the sympathy of all, we extend our heartfelt thanks and shall be ever grateful.

MR. and MRS. H. S. SHURTLEFF, Mill Creek.

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Wise Words from Wise Minds:

He who invests one dollar in business should invest one dollar in advertising that business.

—A. T. Stewart.

Write them on the Lining of your brain

FOR SALE—REAL ESTATE.

HOUSES BUILT TO SUIT PURCHASER. \$1,000 home, \$100 cash, balance \$12 per month. \$1,500 home, \$150 cash, balance \$15 per month. \$2,000 home, \$200 cash, balance \$20 per month. Hubbard Investment Co., 78 W. 2nd south.

IDAHO FARMS AND OTHER PROPERTY cheap. N. V. Jones & Co., 412 McCormick Bldg.

FOR REAL ESTATE BARGAINS SEE Cannon & Cannon, Templeton Bldg.

WE BUY AND SELL ACREAGE PROPERTY. Fruit tracts, farms and ranches. O. N. Parsons & Co., Walker Bros. Bldg.

WESELL REAL ESTATE. THAT'S ALL. Templeton Bros., real estate, 149 Main Street.

SEE US FOR GENUINE SNAPS, LOANS AND INSURANCE. Stein, 232 Main.

WILL SELL YOU AT A BARGAIN VACANT lots, a cottage or a modern house in any part of the city. James K. Shaw, under Walker Bros. Bldg.

FOR SALE.

A 3-INCH WAGON, 2 FLOWS, 1 BARNS, 1 new mower and rake, hayrack and tongue scraper. All for \$125 cash or lucra or grain. 46 Depot Avenue, this city.

House and lot, \$600; will take part thing scrip. 323 E. Fourth south.