DESERET EVENING NEWS: WEDNESDAY, NOVEMBER 7, 1900.

Cheap clothes sometimes

last surprisingly long-

Crescent Clothes for boys

but how do they look?

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Vice-President of the Terminal Road Returning to Salt Lake.

WILL FILE THE ARTICLES.

Presence Here is to Enter Incorporation Papers for Los Angeles-Saft Lake Road.

T. E. Gibbon, who is slated for the chief counsel on the Los Angeles & Salt Lake road, will arrive in this city from the City of the Angels this evening. He Is accompanied by his wife, and in all probability he will stay here until the granting of the Ploheer Square is de-

cided by the City Connell. He brings with him emphatic assurances to the effect, providing the members of the council undertake to act favorably upon the proposed grant, that the articles of incorporation of the proposed company will be filed here as early as next Monday. Should the early as next Monday. Should the Council see fit to donate the square to the company for value received in the form of the improvements that will be inaugurated in the way of a handsome depot building and adjacent lawns. Mr. Gibbon will at once proceed to file the articles as stated. He will then wire Senator Clark in Montana and the oth-er promoters interested, with the result that they will proceed to this city, where a meeting will be held on or about the fifteenth of this month. If on the other hand the City Council shelves the matter or acts in a manner unfathe matter or acts in a manner unfa-vorable to the company. Mr. Gibbon will in all probability camp right in our midst for some time to come. It took Mr. Gibbon and his associates seven years before they triumphed over the late Collis P. Huntington in regard to the Terminal railroad and the San Pe-dro harbor proposition, and he has the reputation of being a stayer.

Change in O. S. L. Time Card.

Tomorrow morning the new time card upon the Oregon Short Line will go into operation upon the lines noted in this column on Saturday. Under the new time card, the morning train for the south will leave here at 7:45 instead of 7:45 the train from the south will gr. of 7:35; the train from the south will an rive here at 6 o'clock instead of 6.33 p.m. The evening train for Ogden and the east will leave here at 6.30 in-stead of 6.40, while the one to Cache valley will be changed from 6:15 a. m. to 6:50 a. m. The train leaving here at 9:45 in the morning will not con-nect with the branch line train to Cache valley points.

Moseley Goes to O. R. & N.

C. A. Sinclair has resigned his position as traveling freight and passenger agent of the O. R. & N., to take effect on November 10. He had charge of all the O. R. & N. territory between Port-land, Huntington and Spokane, and resigns the position to accept the place just vacated by Harry Fritchman as Just vacated by Harry Fritchman as traveling representative for Schilling & Co. of San Francisco. A. B. Moseley of this city will take the place vacated by C. A. Sinclair, and J. C. Sinclair, a

brother of C. A., has been promoted to Mr. Mosley's place as traveling freight and passenger agent of the Oregon Short Line .- Butte Intermountain.

Mr. Evans has been a banker, and many Mr. Lyans has been a banker, and many an officer's wife has blessed this man from North America when she arrived at Montevideo and found her husband's whip not yet in port. 'If you arrive at Montevideo and do not find me there, go to Evans. He will take care of you and see that you want for nothing.' s' wives when they started to their husbands on the station. Ever there is no change save the sub-ution of Ectini for Evans in the ructions, for the system inaugurated the founder of the business is still intained under his successor.

"Since his retirement from active obsinees. Mr. Evans spends most of his ime at the 'Quinta del Evans,' a mag-ificent suburban estate on the 'out-kirts of Montevideo. This quinta be-omes a familiar spot to all visiting unericans, for one of Mr. Evans' great-st delights is to entertain visitors from he States. A soutourn at the Evans States. A soujourn at the Evan ne becomes entertainment Indeed, for ulnta's hospitality is extremel ish, and when dispensed amid th avian, and when dispensed amid the estate's delightful surroundings, be-emes doubly attractive. The home-stead itself is charmingly romantic, con-disting of a series of buildings, each opresenting a different era in Monte-videan home building, and all connect the tide build account her size aba by tiled batios covered by vine-clas Illses and broken by shaded nook solashing fountains. Hardly n is there which does not give some of of the owner's love for the States e is a pair are drabed over th tre of some favorite American, and another point a magnificently carved at of arms of the United States, done a clever Uruguayan artist, while om the high flag-staff above the inta Old Glory flutters to signify through half a century of reside

South America the Evans heart has almed faithful to the flag of his niry. And this flag does not fly one, for but a few hundred yard yay it has an official companion, which ats over the United States legation where our minister to the republic quartered in one of the houses buil in a portion of the Evans estate. Two is this man, beloved by every office the America nnavy, built up on th inks of the Rio de la Plata a hom cherein American feeling throbs a trongly as though thousands of league did not separate the owner from the country which he so dearly loves."-Douglas White in Amslee's.



"No tale of the fortunes which have been built up by North Americans in the republics of Latin America would be complete without reference to the send him to the rescue of the garrison career of Henry Meiggs. His opertions in Chile and Peru form the most specdar story of finance which South erica has ever furnished, and be-

America has ever nurnishes, and be-yond a doubt, had he been granted but a few more years of life, he would have died one of the richest. If not the vich-est, men in the world. To him the amount of money involved in a trans-action cut no figure, and he dealt in millions with hear worse than ordinary millions with less worry than ordinary operators handle thousands. "Henry Meiggs learned the lesson of finance in a school where large figures

were common. As a young man he passed through the years when Cali-fornia was the world's Eldorado and gold was more plentiful in some sections than was the water with which to wash it. He rose to the crest of the gold-

wash R. He rose to the creat of the gold-en wave, and his fortune was estimated then at several millions. The time of reaction caught him loaded with prop-erties upon which he could not quickly realize ready coin, and with many oth-ers he sank before the flood, not only losing his property, but buried under an avalanche of debt.

A FUGITIVE DEBTOR.

"In October, 1854, Melggs left San Francisco not only a rulned man, but a fugitive debtor.

fugitive debtor. "For several years his whereabouts were unknown, and then word came up from the South Pacific of the gigantle operations then being engineered by a

him an aversion for the place. Even a resolution passed by the California leg-islature asking him to return, falled to influence him to visit the State. "One of the peculiarities which char-acterized this brilliant operator was that he always worked alone. There never was a partner in his dealings, and he never sought advice. He looked into the future through no mind save bis own, and when once his course was shaped he never changed it. "His personality was most attractive, his manner never changing no matter what the provocation. His lightest speech inspired confidence, and to this

fact is due in a great measure the suc-cess he achieved in the manipulation of his gigantic speculation. Neither of the American continents will ever show an-SALT LAKE CITY. J. P. GARDNER'S other career exactly paralleling that of this daving operator." 130-138 MAIN STREET.

ARMY MULE AN EFFECTIVE WARRIOR.

the modern temple of Janus. It is closed in times of peace, but open in war, Few modern wars are fought without the aid of the American mule. Without him the guns would lack amunition-the soldiers food and shelterthe cavalry horses fodder-the hospitals stores. He goes anywhere man can go and is not afraid.

Modern conflicts between nations are decided not so much by generalship as by mules. The Boer-British war new waging in South Africa furnishes striking illustrations.

Soon after the declaration of war by the Transvaal republic and the Orange Free State and Boer commandos invaded northern Natal in force, Sir George S. White fought the battles of Giencoe, Elandslaaghte and Nicholson's Nek and was compelled to retreat to Ladysmith. Here his 12,000 men, the flower of the British soldiery, were besleged and in imminent danger of cap-

All England resounded with the popular clamor for a relief expedition, and the war office was compelled to divert Sir Redvers Buller from his proposed invasion of the Orange Free State and

besieged at Ladysmith. Sir George Stewart White was penned up in Ladysmith late in October. It was not until the middle of December that Sir Redvers Buller began to advance. Why the delay? Because the whole British force in South Africa had

to stand still while a fleet of ocean liners crossed the Atlantic from Liver pool to New Orleans, there to be loaded with American army mules for hurried shipment to South Africa. And the advance to the relief of Ladysmith waited six long weeks for the coming of army mules from American marts. Probably the future historian of the

present war in South Africa will some day find in the archives of the British war office in London an historical dis-patch marked "urgent," and saying: "Don't send any more generals. Send

mules. It was the same way with Lord Roberts, the commander-in-chief in South Africa. He assembled an army of 200,-00 men and then waited at Cape Town six weeks for American mules. When the mules arrived he invaded the Orange Free State at Jacobsdal.sent General French with his 10,000 cavalry thundering across the yeldt to the re-



tion of the two republics in South Africa. It may with perfect propriety be said that he fairly kicked them off the continent of Africa.

American army mules were intro-duced to military science during our duced to military science during our own civil war, and, while military ex-perts have had much to say of the stubborn generalship of Grant, whi fought his way first from Paducah to Vicksburg, and afterwards through the wilderness of Appomatiox, the stub-born persistence of "Fighting Joe" Undern at Obtorgantic the brilliant Hooker at Chickamauga, the brilliant work of Hancock and Meade at Gettysburg, when they rolled back the flood of Confederate invasion, or the dash and spirit of Phil Sheridan in his thundering campaign in the Shenan-doah--but they have never lost sight of the prominent part played in the great struggle by the American army mule. And so it was that the American

army mule was introduced to Europe. He aided the Prussians at Metz and he was faithful to the lost cause of Louis Napoleon at Sedan. He enlisted unde the Star and Crescent in the war be-tween Turkey and Russia, and he ac-companied Gourka in his brilliant dash

through the Balkans. The American army mule may soon enter upon a world struggle and may be depended upon to do his share. The owers seem to be on the verge of a conflict with China, and they may fly at each other's throats in a war which if it is once started, will lay every corner of Europe, Asia and Africa un-der the swand

And if that war comes the trans-portation problem on both land and sea will take on a new and strange aspect. Limited express and fast mal trains on the American railway line will be sidetracked to give right o way to fast freight trains conveying thousands and thousands of army mules to the seaboard for transpor tation to the ports of Europe, Asia, Africa-perhaps Australia, and the islands of the Pacific.

Palatial ocean liners will be stripped of their luxurious furnishings and be devoted to the transportation of mules, steamers under every flag will crowd American ports to search for mules The broad seas which divide the con inents will be dotted with the vessel

carrying mules. The American mule in that war wil-The American mule in that war whi-ratiently bear the burdens of war in the valley of the Yang Tse Klang and along the Amur river. He will browse the strange herbage, in the shadow of the great wall of china, drink flithy water from the grand canal runing from Pekin to the Estime and Passion He way belt the Estime and Passion

He may help the British and Russian



SPIKE AND RAIL.

"I told you so" is the gag around the railroad offices today.

Supplies for the construction of the Ogden-Lucin cut-off are being daily received at Ogden.

The big slash in the time of the gun-ning on the Union Pacific from Chica-go to Ogden under the new time card is a hummer.

An Oregon Short Line emigrant train is billed to take 17 families from Har-rington, N. D., to Nampa and Payette, Idaho, this week. These families will secure land and make their homes in Idaho .- Butte Intermountain.

If the proposed Los Angeles roa secures ninety per cent of the of the frui be more than a money maker. Six mil lion dollars in freight bills in one com modity alone, ought to gladden th arts of the most pessimistic stockholders,

EVANS OF MONTEVIDEO.

He Came from Minersville, Pa., and Has Made Millions in Urugnay.

"Over on South America's eastern coast, at Uruguay's preity capital dwells an American who is better known to the officers of all navies that Known to the officers of all navies than any single individual in the world. This is Mr. W. D. Evans, of Montevideo. "For more than forty years Mr. Evans was the most prominent figure at Montevideo's port, having from a small beginning built up a business in ship chandlery until he was practical. W without commutition in the backery ship chandlery until he was practically without competition in the harbor. It was from Minersville, Pennsylvania, that this present-day millionaire set our for the lands beyond the equator. His advent in the harbor of Montevideo was as mate abourd a sailing ship. He saw a chance to trake money, and left his billet to start a business on shore. After having made an excellent start, his venture was weaked by the manipulations of his partner, "This meant another beginning and practically a ha der struggle than the first, but Mr, Evans had not started out to submit to failure. He was look

ing for submit to failure. He was look-ing for success and meant to find it. "On this second race for fortune his

On this second race for fortune his most valuable possession was a boat with which he personally served his wares to the various ships. The stock which he carried in this same craft oftlines represented his entire capital and in the rough harhor of Monfevides are boar which as a board of Monfevides any hour might render him again pen-niless. He bad many narrow excapes. Finally he had made a sufficient amount of money to enable him to serve to Baltimore. Marsiand, for a craft which would stand all weathers. With the new how the new boar came added prosperity until finally it required a steam tu and several lighters to handle his en ormous trade. "Prosparity in business made outside

investments possible. These were hundled with so much foresisht that as Montevilso expanded the Evans prop they are worth millions. Mr. Evan has retired from active business. H is succeeded by his former elery, Man uel Bottini, an American effizen of for eign parentage.

HIS AMERICANISM.

"Mr. Evans has specially endeared himself to the officers of every navy which has had ships upon the South Atlantic station. These war ships have always been his especial charge, and no fighting craft ever critered the har-bor of Montevideo that was not met by an Evans boat carrying loe, fruits, fresh provisions and all those things which are impossible accompaniments of a long cruise. To maval officers which are impossible accompaniments of a long cruise. To naval officers

daring speculator named Meiggs. In-vestigation showed this to be none other an Henry Meiggs, the man who had el from debt in California. Then eiggs' creditors began to hear from m, and one by one the California debts e wiped out. Even a washerwoman whom he owed a few dollars was cought out by his agents, who were in-structed not only to pay the long-stand tructed not only to pay the long-stand-ng laundry bill, but to add enough gold o place the poor woman forever be-ond want. One lot of debts Meiggs eclined to pay until by a readjustment

the full amount of the claims might be passed to the original creditors. These were claims which had been purchased for a song by speculators when the first mor of Meiggs' South American suc as reached the California coast. To clamorous brokers he turned a deaf hut declared himself ready at any

to meet the full obligations with rest if he could pay the sum claimed the hands of his original creditors, a time the brokers held out, but as ar a time the brokers herd out, but as leiggs was safe from attack they final-were obliged to yield, and the money or thousands of Meiggs' debts was hus forced by him into the possession

its rightful owners. "Meanwhile the South American for-ne had grown. Meiggs cleared a full fillion from a contract for the building Chile's first railway between the port Valparaiso and Santiago de Chile,

A MULTI-MILLIONAIRE.

"Next came the construction of Peru's riginal railway line between Mollendo and Arequipa, which doubled Meiggs' ortune. Every contract was made di-actly with the government of the re-uble wherein the road was to be built. home after scheme, each more gigan-than the other, was successfully carthan the other, was successfully car-lout. Meiggs at one time offered to id a breakwater at the mouth of paraiso's harbor if the Chilean gov-ment would give him a ninety-nine r lease of its sheltered side. Forty lions would this venture have cost, the principal harbor of Chile would be been rendered safe for all time. Chileans feared Meiggs' rapid des to wealth, and demanded a large or for the rental of the sheltered side price for the rental of the sheltered side of the breakwater, even should the work be done without cost to the republic. Consequently, the project failed, and today the wind-swept bay is without

"In 1870 the financial world was amazed by the magnitude of a contract entered into between Meiggs and the Peruvian government. This called for the construction of a complete Peruvian dlway system, even to a line crossing the summit of the Andes. Meiggs was deliver the lines ready for operation and receive the sum of one hundred and enty-five millions in gold, payable in stallments, as the work progressed. At first the money came promptly on Peru was forced to horrow to mee Meiggs contract, and finally when ropean loans could not be effected, iggs accepted the obligations of the

dropens joins could not be chick the leigns accepted the foligations of the peruvian government until he practi-ally owned the republic. Even the as-assimation of his friend, Col. Bolta, hen President of Peru, failed to inter-ers with the railway plans. "Finally Peru could do no more, and deiggs own fortune was tied up in the oulding of the railways. So for lack of money the work was stopped. Nego-istions for a further loan from Europe, with Melges' assistance, were almost orsummated when in 1877 death cui-off the most remarkable cureer of any fancee in South America. With his leath the loan negotiations failed, and then followed Peru's unfortunate war with Chille. Until 1884 the Melges rail-way onerations slumbered. In that

outh Chile. Chill isse the Meligs fail-lear when peace came to the two re-ublies the firm of W. R. Grace & Co. ook up the Meiggs contract, and the york has since been pushed intermit-ently.

tently.

mines at Kimberley, while Lord Kitchener, of Soudan fame, gave pursuit to the "Lion of Africa," General Cronje who, with his army, which had held the incompetent Lord Methuen at Magersfontein, was vainly endeavoring to escape the meshes of the military net thrown aroung him by Lord Roberts. Paardeberg, with its loss of 2,60 British soldiers, and the surrender of Cronje followed, and then Lord Roberts

of Cecil Rhodes and his

pushed on to Bloemfontein, which fell at the summons of a bugle call, What followed? Lord Roberts, by he rapidity of his forced march across the Orange Free State, had killed his supply of American mules, and was ' praise the American army mule.

defend Kyber and Chitral Passes for the possession of India. He may as-sist Frnace in the invasion of Egypt and England in the defense of the Suez canal and the ocean highway to the Orient. He may work patiently under the cosmopolitan profanity of Austria, Italy, Germany and Spain, and may pick up a speaking acquaintance with Turkish before peace comes again. And as the tide of mules ebbs out ward from the American seaboard the tide of gold will flow in. The American

farmer will be loaded with gold, and when the American people view the banks bursting with coin they will

WAY THE FARMERS ARE SOAKED

Everything the farmer has to sell brings butter down to about the same owadays brings him no more than the price as when exchanged for taxed nowadays brings him no more than the whisky.

cost of producing it--the labor cost and in many cases he derives even less than the labor cost of his product. While it is true that nothing has value beyond the cost of production, the profit sharks step in and force the farmer to pay a profit-price on every manufactured arti. cle he buys or receives in exchange for his products. The manufacturing industries and the means of distribution belong to capital and see how capital

soaks the farmer. Suppose the farmer gets twenty-five cents a pound for butter: Eight pounds will buy a \$2 derby hat. The labor cost of the hat is 40 cents, which leaves the farmer only five cents a pound for his butter. If he wants a quart of whisky for his sick wife he is obliged to put up four pounds of butter. Now the actual cost value of whisky with all taxes and revenue removed is ten cents a quart. In this case the farmer receives the magnificent sum of two and one-half cents for his butter. The labor cost of a suit of woolen clothes with all profits removed is no more than

\$5 and sells for \$16. This takes sixtyfour pounds of butter-less than eight

In fact everything the farmer sells brings only its cost value, while all he takes in exchange for it is burdened with outrageous profit. It must also be remembered that the laboring men who produce these manufactured goods re-ceive barely enough to sustain life. The cost of the article is kept down to slave wages and all this great profit demandwages and all this great profit demand-ed goes into the pockets of capital. Is it any wender that capital is growing stronger every year while the farmer and the laborer are growing poor? There is only a miserable living left to both classes of producers. Is it not time for the farmer and the laborer to learn that they are both plundered, that their interests are mutual and that that their interests are mutual and that their only salvation is to join hands on the ballot and take the government out of the hands of greedy, unscrupulous

The farmer who is obliged to raise produce at the bare cost of living works even longer hours than the wage slave and all the difference between the two and all the difference between the two is the patriolic privilege of paying more taxes than the laborer. The railroad companies are richer today than if they owned all the farms in the great West. It would cost them more to run the farms if they owned them than it does now when the farmer is deluded into believing that he owns his farm. Day laborers would not used as more than laborers would not work so many lon-hours for the same wages and would not be satisfied with the skimping an the thin soup. Is the western farme still satisfied with modern prosperity?-

money sharks?





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