The Short Line Changes Hands

Senalor Clark of Montana Now Owner of That Part of The Road South of Salt Lake City-Story Long Since Published in the Deseret News is Correct -- Road to Los Angeles to be Completed Within Two Years.

HOW THE GOOD NEWS CAME TO SALT LAKE.

The good news came to Salt Lake in the form of the following dispatch, too late for publication in the evening papers, but in time for Sunday morning's papers, which made the best possible use of it:

New York, April 18 .- Senator W. A. Clark states that he has purchased for San Pedro, Los Augeles & Sait Lake Railroad company all lines and equipment of Oregon Short Line company lying south of Salt Lake in Utah and Nevada, including Learnington cut-off, and hos obtained a 99 year lease on terminal facilities in Salt Lake City in confunction with Oregon Short Line. The property will be transferred as seon as necessary directors' meetlags may be held and contracts approv. ed. Grading and track laying will be commenced at Daggett California. and the road will soon be extended from Calicates through Nevada. From Learnington to Calientes the coadbed will be improved and relaid with 75-pound rails. The western terminus of the road is now being operated from San Pedro harbor to Ontario, and will soon be completed and in operation as far as Riverside. He hopes to have the road completed in about two years.

A. UNDERWOOD, (Private Secretary to William A. Clark.) ¹։ _{Հանո}րվակակակակակակակակակակակակակակակակակալություն է Հանորհակակակակակակակակակակակակակակակակակական է։ Senator Clark Tells His Own Story; It is Not a Lease but an Out and Out Buy.

Immediately after the announcement had been wired to Salt Lake the Associated Press interviewed Senator W. A. Clark regarding the project. Some errors crept into the matter sent out by the big news association yesterday with the result that the subjoined statement was issued as a substitute:

New York, April 19 .- Senator W. A. Clark of Montana tonight said that he desired to correct certain material errors which had crept into his interview of yesterday relative to the newly organized san Pedro, Los Angeles & Sult Lake Railroad company.

"The transaction," said Senator Clark, "has been described as a lease. On the contrary, I and my associates have purchased all of the lines of the Oregon Short Line company south of Salt Lake City and will construct about 400 miles of road from Callentes, Nev., southwesterly through Cajon Pass to Riverside, from which point the road will soon be completed to Los Angeles.

"The San Pedro, Los Angeles & Salt Lake Railroad company is authorized to issue \$50,000,000 of bonds and has \$25,000,000 capital stock. It has purchased the Oregon Short Line system south from Salt Lake City to Calientes, embracing 340 miles of road, and in addition to the main line, has taken over soveral shorter lines. Most important is the Leamington cut-off, extending from Salt Lake City to Learnington, Utah. The cut-off is now being constructed and is only 117 miles long, besides having the advantage of lower grades

"West from Calientes I have already had forty miles of grading completed. The road will go through the Meadow valley wash, the dry channel of an old water course, which constitutes the only available route. At Cajon we meet a grade of 106 feet, but aside from this the maximum grade is but seventynine feet. The cost will average \$30,000 a mile.

"The portion of the Oregon Short Line system which we have purchased will be relaid with seventy-five-pound ralls, and the equipment will be the very best. From San Pedro to Los Angeles and Riverside the road now has the hest Pullman passenger equipment, which will be extended to the entire system. In southern California tributary to the line 25,000 carloads of fruit were raised last year, and there are existing orchards which in less than five years will have an annual output of 50,000 carloads. The new line, will swiftly move trainloads from that section into a cooler altitude, an important desideratum in handling such perishable shipments.



SENATOR W. A. CLARK.

COST OF MAKING BESSEMER PIG

IRON IN UTAH.

(Based on making coke at coal mines

2,000 pounds of coke\$1.25

at 75 cents 1.25 One-half ton limestone at 60 cents 30

000 less.

in beehive ovens.)

invaded.

PARRIED HARRIMAN'S STEEL. It is probable that Harriman would have succeeded, but for the fact that the promoters of the new road were in a unique position—they did not have to go on to the money mart and float bards for their money mart and float bonds for their raffroad, they stood prepared to build every foot of the line out of their own pockets and ask no favors from anyone.

Thus it was that Harriman for once was up against an opponent who could fight him with some assurance of ultimate success.

Labor, incidentals, salaries, repairs, renewals and replacements 1 SETTLE DIFFERENCES. Total \$5.50 In the face of this situation Clark an i Harriman have patched up their differ-ences and one of the early results of the transaction will be the erection of a Cost of making Bessemer pig iron in tah, based on making coke at works with by-product ovens: handsome union depot in Salt Lake at the foot of South Temple street, which Cost of coal at mines, per ton\$ 55 Freight on same 1.00 One and one-third tons coal at \$1.55 2.07 will be used jointly by the Oregon Short Line and the San Pedro, Los Angeles & Cost of coking Salt Lake roads to accommodate the crowds of tourists that will ere long pass through this city on their way to and from the winter resorts of southern Less credit for ammonia, tar, California. This big building, it is promised, will be a credit to the city. benxole and 8,000 feet of gas per ton of coal ROSY FOR SALT LAKE. Net cost of coke.\$1.67 This effects a saving of \$0.78 on the coke necessary for each ton of pig, Salt Lake also is bound to grow and Sale Lake also is bound to grow and progress with leaps and bounds under the stimulus of the advent of a new transcontinental line. Shops will be built, capitalists will invest their money bringing the cost of production down to \$4.72 a ton. Figuring the cost of Bessemer pig at \$6, however, there is an enormous profit in selling it direct or manufacre and a big influx of permanent resents will follow in its wake. But, the uilding of the San Pedro road means tured into ralls, as follows: nuch more to the State of Utah at Cost of rails, based on Bessemer pig large. It means that Utah will become the Pennsylvania of the west. With the iron at \$6 and \$7 for conversion into . \$13 rails building of the railroad the mountains Present selling price at works 2 of Iron ore near Cedar City will be honeycombed by an army of miners. Experts who have visited Iron county are the authority for the statement that the ore can be mined at a cost of 15 cents a ton, while the United States Stael corners in parts in cents of Profit per ton Six hundred thousand tons of rails at \$15 per ton, profit \$9,000,000. OFFICIAL REPORTS ON IRON. A recent report on the iron mines and Steel corporation pays 50 cents a on. The experts also aver that with the conditions relative to prospective manufacturing in Utah is as follows: the transportation afforded that with best Ressemer pig iron can be produced from \$3 to \$4 a tan cheaper, while steel rails can be produced in Utah for \$13 a "The iron properties in Iron county, southwestern Utah, are situated in Iron Mountain and Iron Springs districts, which are about twenty-two miles Clark started out with the avowed purpose of building a line through from Los Angeles to Salt Lake. E. H. Harriton, against the present price in San Francisco of \$48 a ton. With big roll-Ing mills in Southern Utah the San southeast of the Oregon Short Line man and George J. Gould undertook to say that he should not unless some arrailroad. 'The deposits cover an area fifteen Pedro will be in a position to ship the rangement were made that would be of miles long by about three miles wide the ore showing on the surface at three product to the Orient via San Pedro harbor and undersell all competitors, to say nothing of supplying the western material benefit to them. Every move made was stubbornly contested and all different points. The ore is principally a soft and red brown hematite, which kinds of obstacles were placed in the market with ralls. way. Arguments were used, threats can be handled easily by steam shovel made, but through it all the promoters of the "Salt Lake Route" kept on de-BIG STEEL PLANT. except where blowouts occur, which are hard and magnetic. Hundreds of acres will require only one to three feet of An castern expert who has been look-ing over the ground has prepared the following figures for the effection of an immense steel plant in Iron county. He stripping, R. B. Dear of the firm of Winston Bros. & Dear, Duluth, estimates that ore can be stripped, mined estimated that on an outhry of \$15,000,-000 that a profit of not less than 20 per and put on cars for 15 cents per short cent annually would be forthcoming, with a probable profit on steel rails of over 50 per cent. The profits from the ton "There are apparently three separate Should Be Selected to Suit the Health As veins, the largest being 800 feet between walls; second about 500 feet and the third about 200 feet. The largest big coal deposits are not included. The When the coffee toper, ill from cofreport in brief is as follows: vein has been developed along the strike for about 15,000 feet, the 500-foot vein fee drinking, finally leaves off coffee the batle is only half won. Most peo-ple require some hot drink at meal time and they also need the rebuilding COST OF IRON PLANT. 425 Otto Hoffmann by-product coke ovens, at \$5,000 each ...\$ 2,125,000 Four 600-ton blast furnaces, for about 12,000 feet and the 200-foot vein for about 5,000 feet. "The development work has been done agent to build up what coffee has des-troyed. Postum is the rebuilder, the other half of the buttle. principally by pits and shafts, there being about 1,500 of them. There are \$1,000,000 each ... 4,000,000 Rail mill, comprising Bessemer also numerous trenches and tunnels. The deepest shaft is 150 feet. About Some people stop coffee and drink hot water but find this a thin, unpalat-able diet, with no rebuilding properties. works, blooming mill and rail mill, capacity 2,000 tons daily 2,000,000 \$125,000 has been expended in this work Electric rallroad for assem-It is much easier to break away from coffee my serving strong, hoi, well The ore occurs between lime and granbling materials Opening ore properties "Various iron experts who have made examination of these properties, state 250,000 Cost of townsite and water that it is the largest surface showing offices, laboratory, machine 125.000 of iron ore in the world. The tonnage in sight is so great that it is very dif-ficult to state what it is, but the varishops, houses for men, etc.. 500.000 lost of one property 2,500,000 Cost of coal property 325,000 ous experts have made estimates rang.

and the interests which strove to hold Working capital 2,500,000 | ing from 100,000,000 to 500,000,000 short the monopoly over the territory to be Opening up coal property 250,000 | tons. They also stated that the postons. They also stated that the po-sibilities of the deposit were from 800 00,000 to 1,000,000,000 short tons. About Total \$15,100,000 i5 per cent of this ore is Bessemer, bal If beehive ovens were built at coal being basic. By mining the two mines, the investment would be \$1,600,res, the percentage of Bessemer would

much increased. The ore runs an average of about 60 per cent metallic iron. The average in silica is about 7 per cent. The limeone adjacent to the iron has all prope fluxing qualifications necessary in fur Freight on same 1.20 Ore, delivered at plant, 12-3 tons nace work.

COAL MEASURES

"The coal measures in Carbon county produce a coke which is equal to the Connellsville article, both as regards 1.50

Present Route to Los Angeles 1,188 Miles; Distance Via the Clark Road Only 771.

been named the "Salt Lake Route" on all the literature of the company and on the hillboards and in the hotels of . Southern California, will be 771 miles in length as regards the main line. Engineer McCartney is at the present time In Nevada looking after the survey matters, so it may be that when the road is built it may be found that the line is 770 miles in length. In any case It will be a decidedly shorter route than that now existing via the Southern Pawhich is 1,188 miles,

The main line of the new road will cave Salt Lake at First South, where unmonces after leaving the Union t. From this point it will in all obability go down Fourth West to inth South over the line acquired by the Short Line in the famous franchise of last year. Thence it will bear west to connect with the Learnington cut-off via Garfield beach. Continuing it will sikri the lake and turning in a souther-ly direction will pass through Toele and Rush valley, west of Tintle and on to Ironton, then down to Cadentes. From Callentes the main line will go through the famous Meadow valley wash, while a branch line will come in from the porthwest from the rich min-ing district tributary to Ploche, From of America to the consumers of the this point for 110 miles there is an easy Orient.

TOSCANELLI AND COLUMBUS.

Henry Vignaud Closes. His Contro-

versy with Sir Clements Markham.

Paris, April 19.-Henry Vignaud,first

scoretary of the United States embassy here, and vice president of the Ameri-canists' society of Paris, has closed his controversy with Str Clements Mark-

ham, president of the Royal Geograph-ical society, which urose from the pub-lication of his book, "Toscaneili and Columbus," by publishing Sir Clements

arkham's last letter, and his reply

Mr. Vignaud brings out several ne

He points to the probabl

couving the existence of the le

rd comes to the conclusion the

letter was spurious Columbi may have remained in ignorance of the fraud and hence could not be expected

points, going to show that the left of Toscanelli, the famous Florenti estronomer, was a forgery. He d

adthors who hitherto have been reli-

mention a fact of which he was no ware, or of which he disapproved

e was aware. Mr. Vignaud says if the letter was

onulne Columbus was guilty of hiding he source to which he owned the cir-

cumstances that today constitute his chief title to glory and of claiming as his own the trophes stolen from Tos-canelli. In the first instance the con-duct of Columbus is capable of a nat-ural explanation; in the second nothing

can serve to remove from his memory this stain whic bhis action has indeli-

BOXER UPRISING SUPPRESSED

Minister Conger Advises State De-

partment How it Was Done.

Washington, April 19.-Minister

Conger reports to the state department rom Pekin, under date of March 12, that an attempt was made in the dis-rict of Yutien, about 100 miles west of

Peking, to reorganize the Boxer move-ment, but was promptly suppressed by

the energetic action of the viceroy, the famous Yuan Shih Kai, who stood like

a rock against the Boxers in 1900. Sev-eral soldiers jost their lives in the at-

bly impressed thereon.

The San Pedro, Los Angeles & Salt | down grade to Moapa. At California Lake railroad, which long since has Crossing, two miles below, the old Call-fornia trail is crossed and from this point the line traverses an open country to Moapa summit, thence for another 50 miles across a desert until Vegas summit is crossed. Here the road

lrops into the valley where the Las desert where abound springs of water, and from this point the line follows the valley for 25 miles to climb Good Springs summit and drop down the other side into Dead Lake, a flat bed of a dried up sheet of water. Another 0 miles and California is entered. Then surmounting Kessler summit the line strikes out for the sink of the Mojave river and follows this course until Canjon pass is reached. Eventually the prolific San Bernardino valley is en-tered where the trade mark of the new road (the San Bernardino arrow) is seen on the side of the mountain from the car windows. From this Edenlike spot through the vineyards and orchards the line threads its way over the huge concrete bridge, through the orange groves of Riverside. Pomona and Los Angeles are passed and event-

clific that find their way into the com-modious harbor of San Pedro ready to bear on their bosoms the big steamers pushed his wife out of the window.

Every woman covets a Married shapely, pretty figure, and many of them deplore tha loss of their girlish forms after marriage. The bearing of children is often destructive

Women to the mother's shapeliness. All of this can be avoided, however, by the use of Mother's Friend before baby comes, as this great liniment always prepares the body for the strain upon it, and preserves the symmetry of her form. Mother's Friend overcomes all the

danger of child-birth, and carries the expectant mother safely through this critical period without pain. It is woman's greatest blessing. Thousands gratefully tell of the benefit and relief derived from the use of this wonderful

remedy. Sold by all druggists at \$1.00 per bottle. Our little book, telling all about this liniment, will be sent free. Freuente and the Bradfield Regulator Co., Atlanta, Ga. ESTABLISHED 1864 GREATER, BROADER,

BETTER

Completer in Variety.

More Potent in Its Power For Price-Saving-in fact a

whole year stronger than its predecessor-

odist Episcopal church, in which he skope, was well filled. He said this view of the danger was not the idea of a probabilionist of fa-natic, but of a schoole investigator, Dr. E. R. L. Gould, neturer on social conomic and statistics in Johns Hop-the university a special commissioner kins university, a special commissione of the United States department of la-

bor, who had investigated the effects of liquor in Europe and this country. "The most important, though as yet scarcely observed new phase of the temperance movement," he continued, "is the economic. The economic phase is so many sided and appeals to so many selfish interests that it attracts classes of men who regard the moral spects of intemperance with indiffer-

'Business men and working men will in time come to realize that the liquor problem concerns them vitally and that the \$1,000,000,000 now annually spent for drink in this country would settle many abor problems and help to settle many nore

'Perhaps the most Important lesson to be imposed upon the rising genera-tion is that their business and indus-trial future will depend upon whether they use alcohol."

Woman Instantly Killed.

Kansas Clty, April 19.-Mrs. Esther Paddeck, 20 years old, wife of Roy Pad-leck, a painter, was instantly killed toay by falling headlong to the street om a third story window of a lodging-ouse in this city. The woman, her husband and another couple were in the room drinking, and the police have ar-

"From Salt Lake City to Los Angeles by this new route is 800 miles, which we intend to cover with limited trains in twenty-four hours.

"At present traffic from Salt Lake City can only reach Los Angeles via Sacramento, a distance of about 1.309 miles.

"At San Pedro the United States government is building a breakwater, te cost \$2,000,000, and Wilmington bay is being deepened by dredging, so that It will form a fine harbor.

"Near Riverside we are constructing across the Santa Ana river a great concrete bridge with eight spans of 100 feet each, and an extreme height of seventy feet.

"We have made arrangements with the Oregon Short Line company for a joint use of its terminals for a period of ninety-nine years. Tributary to the new road are vast deposits of iron and other minerals that only await development.

"No bonds have been issued on the Los Angels road so far completed, and \$15,000;000 of the \$50,000,000 bonded debt will be held in reserve in the company's treasury to be applied to the construction of branch lines. "We expect to have the through line fully completed within two years."



Another Financial Triumph for Senator Clark.

Well As the Taste.

isn't the cause of my troubles' and went

back to drinking it. I became worse

than ever. Then Postum was pre-scribed. It was not made right at first and for two mornings I could

nardly drink it. "Then I had it boiled full fifteen

"I know other men here who use

"My firm sells a lot of Postum and

On Saturday evening official con-firmation of the sale of the Oregon Short Line trackage, rights-of-way. firmation of the sale of the Oregon Short Line trackage, rights-of-way, rolling stock and other appurtenances cted with the system south of Salt Lake to the San Pedro, Los Angeles & Salt Lake came to Salt Lake direct from Senator W. A. Clark, president of the new link in a big trans-continental railroad system. In a short dis-patch signed by A. Underwood, private secretary to the Copper King, the closing up of the deal was announced. It is now in order for Satt Lake real

estate to soar several notches, the resi-dents of Southern Utah to set apart a termined to keep their promises and build the road in spite of all Wall street day of celebration, and the hopes of the Deep Creek miners to be realized after many years. MEAL TIME DRINKS

That such a deal has been under way for the past six months has been pat-ent to the readers of the "News" for several months past. The deal was to all internet all intents and purposes closed some time ago, but there were minor matters to be cleaned up before an official announcement was forthcoming. All obstacles have been overcome and now all that remains is for the directors of the San Pedro to go through the form of ratifying the sale at a special meet-ing to be called in the near future when property will be turned over to the Pedro and active construction pushed from both ends of the line sim-

ultaneously. TRAINS IN TWO YEARS.

boiled Postum in its place. A prominen wholesale grocer of Faribault, Minn Senator Clark announces that trains says: "For a long time I was nervous and could not digest my food. I went will be running through to Los Angeles in two years from date. Others fato a doctor who prescribed a tonic and told me to leave off coffee and drink millar with the situation aver that the Montana multi-millionaire is conservahot water. "I did so for a time and got some live in his estimate and that 18 months ence the gap across the Nevada desrelief but did not get entirely well so I lost patience and said: "Oh well, coffee ert will be closed up.

Needless to say the elation following the announcement is great and the carping skeptics who were wont to call the San Pedro project the "Hot Air Route" are now conspicuous by their absence. They have utterly vanished.

FINEST ROADBED.

minutes and used good cream and I had a most charming beverage. Considerable has been printed regarding the "Pennsylvania" road bed of the San Pedro now being constructed in "I fairly got fat on the food drink and my friends asked me what had California. This will be continued right through to Salt Lake. Concrete culhappened I was so well. I was set right and cured when Postum was made right. rerts, steel bridges, heavy steel, laid on metal tie plates with patent joints to the rails, and rock ballast will be the rule for eyery foot of the permanent way. It is promised that there will be beyond like it in the west and few like it in the east. Postum, among others the Cashier of the Security Bank and a well known clergyman. I am certainly at your service for Pos-tum cured me of stomach trouble.

A MOMENTOUS STRUGGLE.

Name given by Postum Co., Battle If the inside history of the struggle Creek, Mich.

CLARK GETS 540 MILES OF SHORT LINE ROAD.

	Salt Lake to Juab 102.
	Juab to Milford 119.
	Milford to Frisco 16.
	Milford to Uvada
	Uvada to Callentes 41.
	Saltair Junction to Saltair 2.
	Lehi Junction to Eureka 55.
	Ironton to Tinte
	Mammoth Juncton to Mammoth 1.
	Siver Cty to Northern Spy, 4.
	Mammoth to Mammoth mine 2.
	Leamington cut-off
	Number of miles
l	

analysis and strength necessary to car. ry furnace burden. This coal is about 225 miles from the iron, on the Rio Grande Western railroad. "The iron fields are 273 miles from Sait Lake City and 445 miles by Clark

road survey from San Pedro harbor, which is the Pacific coast terminus of the Clark road.

> "Experts figure that pig iron can be manufactured in Utah for \$6 a ton and that steel rails can be made for \$13 a The Colorado Fuel & Iron con pany, at Pueblo, Colo., is the only pit iron and steel manufacturer west of the Mississippi river, and its cost per to is high, as all the raw materials ar hauled from considerable distances Arizona, New Mexic, Wyoming, etc. to point of manufacture, which is 1.40 miles from the Pacific coast and 90 miles farther from the coast than the Utah iron. This company could no Utah iron. compete with an iron and steel

in Utah for the Pacific coast and Ori-ental iron and steel business, "Pig iron sells in Salt Lake City at

\$38 to \$42 a ton, and in San Francisco at \$34 to \$35. Steel rails in Salt Lake are \$46 and in San Francisco \$48. Th annual consumption of rails on the Pacific coast is about 300,000 tons, and of rig iron 480,000 tons. The consump tion would be much increased if iron products could be obtained from Utah cheaper. This iron field, developed, will

ventually control the Pacific coast and Oriental Iron businesss if properly ma nipulated. The Orient is the futur-great market for many of our manu factured commodities, among which iron and steel are the principal. The are no other known iron deposits in th west that are of sufficient extent to be considered as the basis for developing

an iron and steel enterprise," ocFalebgw9om-odiff(...dinOdament waf

BOOM FOR MINING INDUSTRY.

Capitalists have long had their eye or southern Utah as a produable field fo investment. Now that the railroad 1 assured this long neglected section of the state will go forward by leaps and bounds. Not only as regards coal, iron, and agricultural pursuits will this hold roos, but the mining industry will re-recive an impetus that will bring wealth into the state.

The branch to Deep Creck, as out lined in the "News" recently, will re-sult, while Delamar, Pioche and the hundreds of mining prospects in south ern Nevada will all become big produc ers that will give employment to an army of miners, smelter hands and men.

day for Nevada, where they have gone to rush the finishing touches to survey and everything goes to show that dirt will begin to fly in the near future from both ends of the line.

Senator Thomas Kearns states that \$25,000,000 in cash is now available for the work and that nearly half as much is to be spent later on the construction of feeders.

DON'T FORGET GIBBON.

For all of this Utah is indebted to Senator W. A. Clark of Montana and T. E. Globon, in whose hands was placed the general outline of the campaign. Vice President Globon, for the second time, has been instrumental in securing a great victory over powerful railroad interests, and long after he has passed 133ay the residents of California and Utah will hold him in remembrance for the work he performed in blocking the moves of Collis P. Huntington in the San Pedro harbor matter, and in the victory of the "Salt Lake Route" in

tempt to arrest the criminals. Several are to be beheaded and their heads exnibited where the organization started Mr. Conger says only such prompt and severe measures will prevent similar organizations in other localities, and that it is hoped and believed Yuan Shih Kai will continue as he has begun.

Butte Telephone Strike Ended.

Butte, Mont., April 19 .- The strike of he Rocky Mountain Bell Telephono ompany was settled today, and at 'clock tonight the operators resume vork. All the former employes were aken back by the company without rejudice, under a signed agreement or one year. The operators concede is right of the company to remove lise MacDermott from the position of hief operator to a subordinate posi-lon, and to install an operator from Salt Lake as chief operator. It was over the removal of Miss MacDermott that the girls struck.

Moonshiners and Officers Fight.

Mayking, Ky., April 19 .-- As a result a series of encounters in Letcher ounty today, the first being a fight beween revenue officers and moonshiners, ne man was killed and two were ounded, one of whom will probably

The dead man is United States Depity Marshal James C. Asher, who was filed by Jailer Ison while resisting ar-est on a police warrant, for pointing pistol at a man on the streets of hitesburg,

The wounded men are James Moore and William Moore, brothers and al-eged moonshiners, who were shot durig a fifight with revenue officers of Eikhorn creek, Asher being one of the deputies engaged in the battle. Asher ubsequently went to Whitesburg with some prisoners and was killed by Jail-er Ison.

W. K. Vanderbilt to be Married.

New York, April 20.-It is reported here, says the Paris correspondent of the American, that William K. Vanderbilt a to be married quietly here on Wednesday to a young American widow o whom he had recently been paying

The name of the bride-to-be, who is t present living in Paris, is kept secret. She is reported to have visited New York a year ago, where she was enterined by her sister, an unmarried woman, who is in the secret of the apching marriage to the exclusion Mr. Vanderbilt's relatives in New York.

In Dead Man Recognizes Husband.

New York, April 20 .- Mrs. George Morrissette, according to a dispatch to the Herald from Taftville, Conn., declares that she recognizes in a news-paper portrait of the victim of the New York barrel murder mystery the features of her husband, who has been missing since March 19.

Early this morning, accompanied by George Brissette, her brother, she will start for New York at the request of Inspector McCluskey. Neither Mrs. Morrissette nor any

riend nor relative can give the polles the slightest clew to the perpetrators of the murder. They only know Morrissette was an important witnes against the union accused of assaul in Waterbury, Conn., and left his hom-aying he was going there, and that is addition to beloging to the order of For testers, he was a member of some othe secret society, the purposes and objects of which he never revealed to them.

Danger in Huge National Liquor Bills

Chicago, April 20 .- "The danger in the huge nutonal liquor bills reaches be-yond misery and mortal degredation. Civilization itself is menaced by the growing economic waste.

With this statement, D. D. Thomp-son, editor of the Northwestern Chris-tian Advocate, opened a lecture last night on "Economic Aspects of the Li-quor Problem." The First Meth-





EARLY CONTRACTS. It is promised that contracts on construction will be let at an early date possibly within 30 days, Engineer Mc Cartney and Col. Moore left on Thurs.

MILLIONS NOW READY.