

GOOD ROADS MEN MAKE GOOD TALKS

National Organizers Speak Out
In Behalf of Better
Highways.

BOODIE ON GOVERNMENT AID.

Col. Rixey Discusses National and
State Legislation—Last
Night's Session.

Yesterday afternoon, and last night interesting sessions of the good roads organizers were held. At the afternoon session the following committees were named by Chairman Lambert:

Resolutions—J. H. Anderson, P. J. Hewlett, E. D. Miller, C. S. Kinney and J. W. Houston.

Permanent Organization, Salt Lake County—Plummer Harris, O. P. Miller, Walter J. Burton, J. M. Bowman and Francis McDonald.

Permanent State Organization—Governor John C. Cutler, W. W. Wilson, D. H. Roberts, J. P. Cannon, E. M. J. Sedgwick, James Clive, E. P. DeLoach, W. Heyburn, T. C. Larsen, Joseph W. Munser, A. McFarland, M. L. Sheffield, Henry W. Brown, C. J. Walquist and J. N. Nelson.

BOODIE ON GOVERNMENT AID.

The first address of the afternoon was by Martin Dodge, director of public roads inquiries, United States government. Mr. Dodge chose as his subject "Education and Experimental Work on the Government Division," and he treated his experiences in the past six years in building object-lesson roads. This work he said had always been successful, because county co-operation in the task, had given local builders a thorough knowledge of what was essential. He cited instances of dwindling population due to poor roads, and of growing communities to which good roads are a stimulus. The great interest taken in the national good roads movement, which has been organized within the last two years, he took to be an evidence that people are waking to a realization of the breadth of influence upon a population of its roads, and of the fact that roads belong to all, not to any class alone.

EDUCATION IN LEGISLATION.

The final address was that of Colonel T. P. Rixey, lecturer of the national association. His subject was "National and State Legislation," and the main line of his argument was to score the people for the backwardness of roads and rail legislation. He referred to the provisions of the Roberts bill, which was killed in the last session of the house of representatives, and he deplored the tendency to allow petty political jealousies to stand in the way of important legislation. The power of good roads, and the importance of the same in the future, he said, was well shown in the fact that the Roberts bill, which had been delayed for its special benefit.

Following the address of Col. Rixey, members of the audience made short talks on points which had come to their observation. Among those who spoke were C. E. Thorsen of Logan, J. P. Cannon, Robert Thorne of Provo, C. S. Kinney, O. H. Hewlett of Salt Lake, William Van Allen of Ogden, and Jas. H. Anderson.

ALUMNI BANQUET.

Annual Reunion of University Graduates Wednesday Night.

EVENING SESSION.

A much larger audience turned out for the evening session than for those of the morning and afternoon. Three speakers were on the program, the last being a talk on the roads of the world, illustrated, was cut short on account of the failure of the stereopticon light to work properly. Hon. Chas. E. Canfield was introduced as the first speaker. His subject was "The Cost of Road Building and How to Raise the Money to Build It." He treated it, Mr. Canfield laid stress on the necessity for co-operation of the national government, the state, the city and the county in building roads, considering it a good investment that was sure to bring swift returns.

MATERIAL ABUNDANT IN UTAH.

Hon. William Bradburn followed Mr. Canfield, with suggestions on the practical side of road making. He warned the novice engineer, and placed as the first essential after getting the money in hand, the securing of a good, experienced road engineer. The road when finished should be broad, level, and always properly drained. The grade should be kept below 3 per cent except in rare instances, and where this was impossible by going over a hill, it would be better to go around it. By way of a local reference the speaker stated that if Salt Lake County should build a road to go around the city, it would be a good investment that was sure to bring swift returns.

MACHINE WOULDN'T WORK.

The final number on the program was cut short on account of the failure of the picture machine to do its part. Col. Rixey attempted to show the roads of the world, modern and ancient, with the object of showing that all successful nations have been careful of their roads.

BUSINESS OUTLOOK.

General Review of Local Conditions Shows Healthy State of Affairs.

Business in this city continues favorable. In the dry goods trade, while it is not an improvement over last week, it is much better than last year, and the summer trade is considered promising. The boot and shoe trade continues to grow better each week, but at the same time prices keep even, and promise to keep on the rise for some time to come. The clothing people report business very fair, and look for even better times the current month. Settled warm weather is sending many men and boys to the clothing and men's wear establishments for summer outfitting. For the same reason the hat trade is doing well, and here it may be remarked that blocking and cleaning straw hats in this city is no more, as the dealers say there is nothing in it. However, the druggists are selling a preparation which practically makes every man his own hat cleaner. In flour and grain, the market is quiet, but with timothy hay suffering the farmers are so busy that they are not giving much time to baling hay, and those with hay already baled are doing much business in this line. The hardware trade has a good deal to do these days, particularly in the line of building hardware, and in summer outfitting there is more doing than ever. The banks have had a busy week, with money in good demand and rates of interest easy. Col-

1000 CATS WANTED!

Must be strictly pure white,
full grown and have painted
in neat two-inch black letters
on either side the following
words:

**SMITH'S
FLOUR.**

lections are good. Contractors report mechanics hard to get as there is so much doing in the building line. Large contracts are being finished up, and there is a great deal of construction work in the way of moderate homes which are going up all over the city. The plasterers are finishing their job at the First Presbyterian church, and the masons have got the steeples on the new Catholic cathedral well started. The Y. M. C. A. building is nearly finished, and looks very attractive inside.

EXCURSION TO LOGAN

June 6th.

Via Oregon Short Line. Round trip only \$2.50. Special train leaves Salt Lake 8:30 a. m., returning, leaves Logan at 9:30 p. m. Auspices United Commercial Travelers. City Ticket Office 201 Main St.

Salt Lake Quartette Sings Sunday.

TEACHERS' EXAMINATIONS.

Order of Subjects Arranged by City Superintendent Christensen.

Supt. Christensen, chairman of the board of examiners for the city teachers' examinations to be held in the Lafayette school on next Monday and Tuesday, has arranged the following order of subjects for the examination:

Monday, June 5.—Writing—9 a. m. to 9:45 a. m.; history—9:45 a. m. to 10:45 a. m.; physiology—10:45 a. m. to 12 p. m.; No. 1—12 p. m. to 1:15 p. m.; No. 2—1:15 p. m. to 2:15 p. m.; pedagogy—2:15 p. m. to 3:45 p. m.
Tuesday, June 6.—Reading—9 a. m. to 10:30 a. m.; mathematics—10:30 a. m. to 11:30 a. m.; Noon. Grammar—1 p. m. to 2:30 p. m.; geography—2:30 p. m. to 4 p. m.

COUNTY FIELD DAY.

Will be Observed at Calder's Park, Wednesday, June 7.

The Field day exercises of the Salt Lake county public schools will take place at Calder's park on Wednesday, June 7, 1905. Admission to the park and to all the amusements will be free during the day time. A dance will be given at night. Clive's band of eleven pieces will be in attendance at the pavilion.

The athletic events will consist of 100 yard race, 220 yard race, 400 yard race, 800 yard race, 1 mile race, 2 mile race, 4 mile race, 8 mile race, 12 mile race, 16 mile race, 20 mile race, 24 mile race, 28 mile race, 32 mile race, 36 mile race, 40 mile race, 44 mile race, 48 mile race, 52 mile race, 56 mile race, 60 mile race, 64 mile race, 68 mile race, 72 mile race, 76 mile race, 80 mile race, 84 mile race, 88 mile race, 92 mile race, 96 mile race, 100 mile race.

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NEW LINE TO THE UTAH COAL FIELDS

Surveyors Working on a Feeder
For Salt Lake Route from
Springville.

EASTERN MONEY BACKING IT.

Road to Practically Parallel the Rio
Grande and Will Tap the
Miller Holdings.

(Special to the "News.")

Springville, June 3.—The effort of the Salt Lake Route to secure access to the coal fields of Carbon and Emery counties is soon to be crowned with success, if present developments are any indication. For the past three weeks there has been a party of surveyors at work on a projected line which is to leave the Salt Lake Route at this point and will in all intent and purposes parallel the Rio Grande. Western through to the coal fields, its destination being the big coal holdings of Col. Miller and associates of Salt Lake.

From a gentleman who does not care to be quoted, but who is in touch with the situation, it is learned that eastern capital is behind the scheme and it is a sure go. The promoters are to do the grading of the road and the development of the coal fields while the Salt Lake Route will furnish the rails and thereby become part owner in the new line.

It goes without saying that the Gould interests, who heretofore have practically had a monopoly on Utah coal, will fight the new project to a standstill. During the process Salt Lake will be benefited and undoubtedly get cheaper coal.

The gentleman named stated that work on the surveying is being pushed forward as quickly as possible and active construction is to commence this year, if present plans are carried out.

Recently the San Pedro road put in an order for 2,500 tons of coal a week from the Utah Fuel company, but this has been cut down to less than half. The Southern Pacific also formerly took 50 carloads of coal a day from Winter Quarters, but this also has been lost to the company. The result is that the mines of the Utah Fuel company are now working a smaller number of coal diggers than for a number of years past. Most of the coal being used by the Harriman line comes from the Union Pacific, Diamondville and Kemmerer properties. These mines are too far removed, however, to be of much use to the San Pedro, Los Angeles and Salt Lake line, and it is imperative that new fields be open or else fuel be secured from the Gould company.

In preference the company apparently is desirous of having an interest in independent mines, and in consequence is now seriously considering the new line which, when completed, will be over 100 miles in length.

With the development of this new field, this coal is to be used by the Salt Lake Route, and also will be hauled to Salt Lake for use upon the main line of the San Pedro and to the Pacific tidewater for export.

TEACHERS EASTBOUND.

Some of Those Who Went to Burlington and Rock Island.

At the Gould and Harriman ticket offices today it has been a case of the same old story in the same old way when it comes to selling tickets for the teacher's excursions east. All hands in both offices have been kept busy since early morning booking reservations and selling tickets, with honors about even. The big tug of war for business has been waged between the initial lines as those east of the river, the fight narrowing down to a

contest between the Burlington and Rock Island, these two systems apparently having secured the lion's share although the Chicago & Northwestern, the Chicago, Milwaukee & St. Paul, the Illinois Central and the Santa Fe have had an inning, with honors in favor of the Northwestern.

While it is impossible to secure a complete list of those who go east this afternoon and tonight the following are numbered among the excursionists who are bound for the destinations indicated:

Burlington Route—To Chicago and return: R. Patrick and son, M. Romney and son, W. A. Allen and wife, W. H. Hill and wife, M. Warren, G. W. Burrows and wife, Miss Rogers and Miss Loda, Mr. Spieshafer, Mrs. J. N. Munson, A. J. Custer, St. Paul; Mrs. Hanner and Sister, St. Paul; Mr. Countryman and wife, St. Louis; Mr. and Mrs. Lyons, Chicago; Miss Cameron, Chicago; Mrs. Cook, Omaha; Chas. Brubaker, wife and children, Kansas City; Miss Hahn, St. Louis; Miss Elizabeth Reis, Miss Whitely, A. M. Allison, Chicago; Mrs. Russell, Lansing, Mich.; Mr. Gaa, Turin, wife and daughter, Liverpool, England; Mr. and Mrs. Geo. Hill, Winterset, Ia.; Mrs. J. L. Sevier, Bowling Green, Ky.; Miss and Mrs. Harold, Chicago; Miss L. H. Arnold, Chicago; Miss E. Schlan, Fall River, Wis.; Miss M. Templeton, Louisiana, Mo.; Miss A. Walker, Terra Haute, Ind.; Miss C. Walker, Terra Haute, Ind.; Miss C. Jamison, New York; Miss Bond, Omaha; Miss Burch, Omaha; W. R. McDonald, St. Paul; Mrs. J. A. St. John, St. Paul; Mrs. Grinnell, Ia.; Elizabeth, Adelaide and George Elchior, Chicago; Mrs. Rowe, Chicago; Mrs. Romig, Chicago; Mrs. A. C. Englewood, Ill.; James Townsend, Williamsport, Pa.; D. Sperry and wife, Cleveland, O.; Mrs. Watson, West Liberty, Mrs. Kea, West Liberty, Mo.; Mrs. E. H. St. John, Moine; C. A. Gabriel, Springfield, Mo.; Eugene Lewis and wife, Chicago; S. D. Cook, Topeka, E. and P. High and Chas. Leuninger, New York; C. Guillevard, Chicago; Miss Maud Curtis, Waverly, Ia.

W. C. GOUGHIN RESIGNS.

General Superintendent D. & R. G. Goes To Kansas City Southern.

Denver, June 2.—General Superintendent W. C. Goughin of the Denver & Rio Grande railway, has resigned to become general manager of the Kansas City Southern railway, of which Job A. Edson, former general manager of the Denver & Rio Grande, has become president. The office vacated by Mr. Goughin probably will be abolished and the duties performed by General Manager A. C. Ridgway. Mr. Goughin was superintendent of the Kansas City Southern before coming to the Denver & Rio Grande road two and a half years ago.

Railroading in Texas.

Austin, Tex., June 2.—The following statement by the railroad commission was given out: "A summary of the income from operation of Texas railroads for the nine months ending March 31, 1905, shows income from operation over expenses of \$15,016,449, as compared with \$15,454,815 for the nine months ending March 31, 1904. This shows a net increase for the nine months ending March 31, 1905, of \$1,438,370, or 11.61 per cent increase.

The expense of operation for the nine months ending March 31, 1905, was \$10,211,458, as compared with \$11,164,442 for the corresponding nine months ending March 31, 1904. This shows a decrease in cost of operation for the nine months of \$952,984.

SPIKE AND RAIL.

District Passenger Agent E. Drake of the Rock Island, wife and son, leave for Chicago this afternoon.

The Transcontinental Passenger association will meet in Portland on Monday next. It will be confronted with a large docket.

P. H. Scanlan, commercial agent for the Chicago, Milwaukee & St. Paul at

Butte, is in Salt Lake today en route for Los Angeles over the Salt Lake Route.

Major Reed of the Burley Townsite company is in the city today. He reports that Burley is forging to the front and buildings are going up in all directions.

A new diner has been put on the Short Line out of Pocatello. It is No. 257, and is the latest addition in a series of eight diners sent out of the Idaho railroad center.

The automobile "Old Scout" left Laramie at 8:20 a. m. yesterday morning, while its companion, "Old Steady," which left New York at the same time, passed through Cheyenne about 9 a. m. They are on their way to Portland.

GOES TO PORTLAND.

Principal McKnight Will Supervise Manual Training Exhibit.

Prof. Joseph E. McKnight, principal of the University training school, leaves next week for Portland, where he goes to supervise the manual training exhibit from this state. The world's fair exhibit occasioned so much favorable comment that it was deemed advisable to have a representative at Portland who would be able to explain the workings of the school and the methods employed to bring about such excellent results. The showing at the Lewis & Clark fair is said to be much superior to that made at St. Louis and will doubtless create greater interest. Prof. McKnight will be absent for three months.

THE COMBINED BUSINESS COLLEGES

Latter-day Saints' and Salt Lake Main St., Salt Lake City.

The two leading commercial schools of the west, after years of unequalled growth and prosperity as individual schools, are now united into one large institution as a department of the Latter-day Saints' University. The combined colleges provide a training in commercial, accounting, shorthand, English, telegraphy, typewriting, penmanship, business arithmetic, commercial correspondence, the law of contracts, bills, notes and drafts, and all other branches of business and commercial education. The training given is in full touch with the progressive ideas and methods prevailing in our leading universities, manufacturing and commercial schools. The courses ensure to our students a wider knowledge and a surer grasp of business methods and affairs than is generally received by graduates of commercial schools.

Equipment—The best in western America.

Time to Enter—When you can—now is the best time. We have no term divisions and no vacations. You may select your own branches.

Examinations—None on entering any special course. Graduates of eighth grade may enter regular course.

Special Lines—A student may spend all his time on one or more subjects, so as to complete his work in the shortest time possible.

Both sexes are received in all departments. Ladies and gentlemen attend in about equal numbers—about six hundred each year.

Time Required—This depends wholly upon the student's ability—from six to eighteen months.

Reliability—Every statement made by the school is faithfully carried out. The school has improved every year for sixteen years.

Individual instruction is given to all students, so that no one will feel embarrassed.

Positions for Graduates—For many months the demand for our students has exceeded the supply.

Woodwork—A practical course in the shops is available this summer.

Regular business course begins Sept. 11th.

Summer term, June 11th to September 1st, \$10.

EXCURSION TO LOGAN

June 6th.

Via Oregon Short Line. Round trip only \$2.50. Special train leaves Salt Lake 8:30 a. m., returning, leaves Logan at 9:30 p. m. Auspices United Commercial Travelers. City Ticket Office 201 Main St.

Hamilton's SMART SHOP FOR WOMEN.

Mid-Summer Goods Just Received!

We wish to call attention to our French Waists in Hand Embroidered and Lace Trimmed Mulls, Linens and Buckram.

ONE-HALF THE REGULAR PRICE.

We were able to buy one lot at this greatly reduced price and we will give our Customers the BENEFIT.

Beautiful Hats!

HATS and beautiful New Creations—All White Hats, also all Black which are much worn with the white costumes for smart wear.

White Dresses.

DAINTY WHITE DRESSES—One lot consisting of sheer white Gowns in lace and embroidered trimmed. Prices—

\$6.50 to \$20.00.

Linen Coat Suits.

White Linen Coat Suits for smart wear—Some very handsome tailored-made (three-piece) suits received which are being worn in the cities. These suits are shown with aprons to match and are decidedly the correct costume.

Hamilton's
CORRECT DRESS FOR WOMEN.

216 SOUTH MAIN ST.

School Children, Attention!

WRITE OUR ADS. FOR US.

WE USE A NEW ONE FOR EACH INSERTION AND FOR EACH ONE USED WE PAY

FIVE DOLLARS IN CASH.

INSTRUCTIONS—Ask your mother to buy a can of Ponce de Leon coffee and have your school teacher fill out the certificate which you will find in it. Send this certificate with your contribution to the PORTO RICO CO., 187 HOWARD STREET, San Francisco, Cal.

NOTE—This offer is open to all school children between the ages of six and twelve years.

The writer of this received \$5.00. See if you can do as well.

For gentlemen ladies and children like me I recommend highly Ponce de Leon coffee. For all those who drink it you soon will know by their sweet smiling faces and bright coloring show.

Small Henderson age 11 years, Hamilton's name.

This is the contribution that appeared in the San Francisco Bulletin of May 15th, for which the writer got \$5.

SEE IF YOU CAN DO AS WELL.

GENUINE PORTO RICO COFFEE

THE BEST IN THE WORLD.

PRICE THE 100 POUNDS.

Sold in Sealed Tins Only. For Sale by All First-Class Dealers.

SPECIAL MONDAY!

No. 132.

Ladies' Viet Kid Blucher, Patent Tip, Light Sole, Military Heel \$1.95

No. 113.

Ladies' Viet Kid Lace, Medium heavy sole, military heel, . . . \$1.95

No. 114.

Ladies' Viet Kid Lace, patent tip, heavy sole, military heel, . . . \$1.95

VALUES \$2.50 and \$2.75. Front Case.

Romney-Dependable Shoes

258 S. MAIN STREET.

Barton's Discount Sale This Evening.

Watch For Next Week

SPECIALS!

ONE PRICE TO ALL.

45-47 MAIN.

COMMERCIAL CLUB'S INVITATION TO LOS ANGELES CHAMBER OF COMMERCE.

Above is a half tone of the handsome invitation prepared by the Salt Lake Commercial club, and extended with such good fellowship and suggestion of hospitality to the Los Angeles chamber of commerce. The invitation is engraved on a polished silver plate which is a fine simile of the setting and of the club letter head on which the invitation appears. The seal of the club is even reproduced, and like the screws which hold the plate in place, is of Utah gold. The plate is enclosed in a band of beaten, oxidized copper, and outside of that is the frame of mahogany, with the sage lily of Utah on the one hand, and the California poppy on the other, both in oxidized silver design. The sterling silver seal of the state appears on the top of the frame. The silver in the tablet comes from Park City, the gold from Meador, the copper from Bingham, and the mahogany frame from one of the Cottonwoods. The wording of the invitation is as follows: "The Commercial club of Salt Lake City, through its president and board of governors, has the honor to extend a cordial invitation to the officers and members of the chamber of commerce of Los Angeles, Cal., to visit the city of Salt Lake, as its guests, Monday, June 12, 1905."