

FROM WEDNESDAY'S DAILY, JUNE 20.

## THE STAKE LIBRARY.

## Officers Elected and the Institution Fully Organized.

On Monday evening, July 18th, a meeting was held in the Social Hall, at 8 o'clock, in the interest of the Salt Lake Stake Library and Free Reading Room.

Meeting was called to order by Chairman John M. Whitaker. Prayer was offered up by Elder Jos. E. Mullett.

The chairman stated the object of the meeting as being called as provided by the constitution, for the purpose of electing officers for the ensuing two years.

Attention was especially directed to the importance of having active men for officers who had the interest and welfare of education and the dissemination of knowledge at heart, and who would labor energetically and faithfully to establish a good Library and Reading Room for the benefit of the people.

The following officers were nominated from the body of the house and unanimously elected:

President—John M. Whitaker.  
Vice President—Willard Done.  
Secretary—A. M. Woolley.  
Treasurer—H. L. Hall.  
Librarian—Jos. E. Mullett.

Directors: J. M. Whitaker, 14th Ward; Willard Done, 19th Ward; A. M. Woolley, 9th Ward; H. L. Hall, 14th Ward; J. E. Mullett, 19th Ward; J. D. H. McAllister, 8th Ward; C. F. Wilcox, 14th Ward, and W. O. Lee, 19th Ward.

Remarks were called for and J. M. Coombs responded in a very interesting speech, touching upon the necessity of such an institution. It is something that long ago should have been established, but it will even at this date meet with a warm response in the hearts of those who are interested in the cause of education. "Here," as a great philosopher once remarked, "we can converse with stoic philosophers and great minds who have long since gone to rest."

Jos. E. Mullett was pleased to see an organization effected, and hoped that it would grow and ere long become a favorite resort for old, middle-aged and young. It is something very necessary for the youth of Zion, who are as a rule intelligent, quick of perception and, above all, virtuous. He was willing to aid the Library in every possible way, and asked the blessings of Heaven upon it and its prime movers.

Vice-President W. Done said he was much pleased to see the association organized and put on a footing which he trusted would stand. He hoped good results would flow from the library.

J. M. Whitaker said, that as the human intellect became more acute and sensitive to the great things around us, and as education and true principles were disseminated among the children of men, institutions must be established where the best and most reliable sources of authority on such subjects may be found. Many times small beginnings have great endings and he felt as though this would be the case with the Library. Attention was called by the speaker to the fact that many books and some money had been collected in the different wards and trusted that the committees would now bring both to the proper persons and that they would be still active in gathering contributions of books and money. He stated that when all the books and money that could be obtained during August and September had been received, arrangements would probably be made for the opening of the Library, when some popular lecturer would give an address. Though he thought that the library had a humble beginning, yet it was like the aged veteran planting a young apple tree, and when asked why he took so much pains and expected to reap no fruit, he stated, "I plant that those in years to come might eat." So with the library.

The committees were urged to be diligent in getting books and periodicals in any language. He thought the library would be of great benefit, especially to the Y. M. I. Association.

Benediction—L. M. Coombs.  
Meeting adjourned subject to the call of the President.

WILLARD DONE,  
Secretary pro. tem.

## PACIFIC INVESTIGATORS.

## Witnesses Examined To-day by the Special Commission.

Shortly after 9 o'clock this morning the special Congressional committee appointed to investigate the conduct of the Pacific Railway, met in a parlor at the Walker House.

The commission is constituted as follows: Chairman, Ex-Governor Robert E. Pattison, of Pennsylvania; E. Ellery Anderson, New York City, and Judge David Littler, Springfield, Ill. They are accompanied by Statistician John Norris, of the Philadelphia Record, Secretary C. P. Young (who is also stenographer) and Assistant Secretary Eugene Davis, of New York City.

The first witness called to testify was P. P. Shelby, Assistant General freight and traffic manager of the Union Pacific Railway. The questions put were pointed and searching, and related mainly to the conduct of that line and its branches

in regard to special rates, rebates, etc., and the effect of its policy upon competing lines and the general public.

The first questions propounded were in regard to the company's interest in the Rock Springs and other coal mines. Mr. Shelby didn't know whether the company were interested in the Pleasant Valley coal mines or not.

He was next questioned in relation to the method of conducting the stock yards at Ogden and elsewhere, and stated that the company had no interest in them except to keep them in proper condition; that parties owning cattle made their own purchases of hay from any one having it for sale—the price of distribution to the cattle was \$20 per ton. Hay was higher priced in the West than east of the Missouri. The company got no advantage from the hay business.

The principal products carried were minerals, stock, wool, etc. The principal shippers of ores, bullion, etc., were A. Hanauer, T. R. Jones, the Mingo Smelting Co., F. M. Billing and J. E. Dooley, agent of Wells, Fargo & Co. He had given special rates under certain circumstances in the interest of the company, but none to one party that would not be allowed to others under similar conditions; did not know of special rates to the Missouri River, or anywhere, except in the interest of the road. Never personally received anything from rebates on shipments. When cars were idle sometimes reductions were made to draw business to the road.

The salt business was then inquired into at some length. The cost was \$3 per ton on the cars at Ogden; the price delivered at Butte was \$15. Had to bring salt from California sometimes to break the corner on it here. Freight on salt was \$31 to Butte in 1881, but was gradually reduced to \$12. Wool had been shipped to San Francisco and thence to Boston for less than it could be sent east from here, but that was due to ocean competition and when the eastern connection of the U. P. discovered it they reduced their rates so as to enable the U. P. to compete.

Witness explained to Nebraska legislators the inexpediency of proposed legislation reducing the tariff of road 20 per cent., but had never used any inducement or arguments except explanations. Never received any extra compensation for this work from the company except his board bill, amounting to about \$4 per day. Was once a member of the Nebraska Legislature. Did not remember ever having been influenced by his position to favor the road. Did not take any vote came up at that time affecting the company. Used to issue passes to shippers before the new law—thousands of them along the line, sometimes also to friends of heavy shippers—offered almost anything to create business; money in the shape of rebates was found the most potent factor in influencing patronage. The Central Pacific diverted all the traffic it could to the Southern Pacific, or Sunset Route. This began in 1882. Could do 25 per cent. more business were it not for this influence. Admitted that freight was shipped by way of Portland and the Oregon Short Line that might have gone by the Central Pacific. The Oregon Short Line brought more traffic than it diverted. A written statement would be finished of the relative business of the main line and the Oregon Short Line. The commission then thanking Mr. Shelby for his information, he was excused.

Mr. John Sharp was then sworn and testified that he landed here in 1850, and became a sub-contractor on the Union Pacific line from Echo to the Promontory, under Brigham Young. Was made superintendent of the Utah Central in 1871. Was not interested in the construction of it. Was a stockholder in that portion between Ogden and Salt Lake City. Was never a stockholder in the Utah & Northern. The Utah Central was built by Brigham Young and his friends. In 1871 he wanted to sell and I persuaded the Union Pacific to buy. The price was \$250,000 for the 87 miles. It now extends to Frisco, 280 miles from Ogden. The bonds on the 37 miles amounted to 1,000,000, all still outstanding. In 1871 began pushing south. Had no personal interest but let contracts. The ore from the mines, the principal being the Horn Silver, was the chief reason for extending the line to Frisco. At first the shipments of ore from the Horn Silver amounted to 100 to 150 tons a day. It was shipped to the Franklin Smelter, which belonged to the mine. The bullion was shipped to Chicago for refining, though sometimes to New York. This company paid dividends for three years—it is two years since the last was paid. We ship about 100 tons a week now.

They call me president of the Utah Salt Co. The U. C. and D. & R. G. carry the salt together; it is conveyed by the U. P. Mr. Sharp also gave some information in regard to his iron interests in Tintic and stated that he received no rebate on shipments of the ore. Also stated that he and others for the Union Pacific Co. bought three quarter sections of coal land in Pleasant Valley from Mr. Pugsley for the sum of \$33,000 and three other quarter sections at the price of about \$7,000—making the total cost less than \$40,000. Received no more from the company than they paid for the land. He also gave figures as to the cost of mining and transportation, quality, etc., when the commission adjourned to meet at 2 p.m.

FROM THURSDAY'S DAILY, JULY 21.

## To Shippers.

Owing to a change being made in the gauge on the Utah & Northern the Utah Central Railway will not receive freight for any point north of Focaltello for several days.

## Icelanders on the Way.

A private dispatch, dated yesterday, from J. E. Hart, acting as Church agent at New York, states that twenty-one immigrants from Iceland had arrived and started on their way westward by rail at three p. m. They will come on here via the Union Pacific road.

## J. W. Ure Arrested.

This afternoon James W. Ure, of the Fifteenth Ward, was arrested by Deputy Pratt on the charge of unlawful cohabitation. He was taken to the Marshal's office, but Commissioner Norrell, before whom the complaint is made, being otherwise engaged, he was released until 10 a. m. to-morrow.

## In the North.

Grasshoppers are very numerous in the neighborhood of Benson Ward. It is said that there are thousands of gulls also in that section, feasting upon the hoppers.

Mark L. Fletcher and John Reed, formerly of this city, have discovered a vein of coal eight feet thick, at a point near the Oregon Short Line, and about 55 miles from Boise. The discovery is considered a valuable one.

On Sunday evening last a son of Richard Jessop, of Millville, aged 8 years, was badly kicked above the eye, by a colt, laying bare the skull. Dr. Ormsby attended the wound and found it necessary to take a number of stitches to close the wound. Although there was severe concussion of the brain, the doctor fears no serious trouble.—Logan Journal, July 20.

## The Game Laws.

The game laws of Utah and Montana differ materially. In the latter Territory game can be shipped during and between the following dates: Buffalo, moose, elk, white-tailed deer, black-tailed deer, mountain sheep, Rocky Mountain goat, antelope, from August 10th to November 30th, inclusive; grouse, prairie chicken, fool hen, partridges or quail, August 10th to November 15th; wild geese and ducks, August 10th to April 31st, inclusive; fish, the transportation of fish, except such as are taken by hook and line or spear, or such as have been taken in the Missouri River below the three forks, or in the Yellowstone River below the mouth of Clark's Forks, is prohibited by law.

## Death of Father Coltrin.

The following special dispatch was received by the News to-day:

Spanish Fork, July 21, 1887.

Zebedee Coltrin died here this morning. The funeral will be held here at four o'clock Sunday or Saturday.

J. G. COLTRIN.

The respected and venerable man was one of the oldest members of the Church and was identified with many of its earliest incidents in the days of Kirtland. He was closely associated with the Prophet Joseph and has often testified to having been a witness of and participant in many marvelous spiritual manifestations. Father Coltrin has for many years past officiated as a Patriarch, and has left an excellent record for faithfulness.

## TWO OLD BILLS.

## Claims Against Government for Damage by Johnston's Army.

As mentioned in yesterday's News, the suits of C. A. Terry & Co. and J. C. Irwin & Co. against the United States, were under investigation before Commissioner Norrell this afternoon. The object of this branch of the inquiry, which is being made before the government Court of Claims, is to ascertain the value, in Utah, during 1857, of the property for which the plaintiffs wanted damages.

The Government was represented in the case by Hon. E. M. Watson, Assistant U. S. Attorney-General, and Mr. Boyle, of this city, appeared for Perry & Co., Mr. C. A. Terry being in attendance. The circumstances on which the claims are based are briefly as follows: In the summer of 1857, Perry & Co. and Irwin & Co. were freighting across the plains. Their trains were on the way from Leavenworth to Salt Lake, when they met with Johnston's army, which was then en route to Utah. General Albert Sidney Johnston, who was in command of the army,

AS A WAR MEASURE,

stopped all communication with Utah, and would allow no trains to go in. He ordered the freighters to the rear, informing them that if they came on at all, it must be after the troops. The result was, as the army moved very slowly, the whole were caught in the mountains by the winter storms, and hundreds of animals died from cold and starvation, while the wagons were destroyed.

The plaintiffs claimed that, in consequence of this action, they sustained great loss by the detention and by being forced in the rear of the army so that their animals could not get grass, and many

STARVED TO DEATH.

Their goods also deteriorated in value. The claim made by C. A. Perry & Co. aggregates \$80,650. In their bill is enumerated 560 head of cattle, valued at \$80 each; 24 mules, each worth \$150; 5 horses, 35 wagons, teamsters' wages, etc. That of J. C. Irwin & Co. amounts to \$33,400 50, this firm having lost 186 head of cattle, 4 mules and 51 wagons, and paid wages during the time the train was delayed to 225 employees; they also claim that 293 of their oxen depreciated in value \$13 each.

The claims were presented to the Treasury Department, but were disallowed on the ground that if Albert Sidney Johnston did as is claimed, he was not authorized, and was personally liable for taking private property without

## DUE PROCESS OF LAW.

After being referred from one place to another, the Forty-eighth Congress passed a bill referring the whole matter to the Court of Claims, before which the testimony taken will be submitted and passed upon. The government resist the payment of the claim on two grounds, viz.: That the government is not liable, as the taking of the property by Johnston was not authorized by law; and that if it is at all liable, it is for less than the amounts claimed.

At the opening of the inquiry this afternoon, Col. John R. Winder was the first witness called, and testified that he had a general knowledge of the price of cattle, horses, mules and wagons in the fall and winter of 1857; cattle which had made the trip across the plains were worth from \$40 to \$100 per yoke; mules \$300 to \$400 per span; and horses varying all the way from \$40 to \$400; the latter would average about \$50 each. The heavy freighter's wagon, at that time, after being brought over the plains, was seldom sold; this class, called "prairie schooners," were worth \$50 to \$75 each; a lighter wagon would then be worth \$100 or more. At the time named it was the usual custom for freighters to dispose of their outfits in Utah. In the winter of 1857

## JOHNSTON'S ARMY

was at Fort Bridger; there was considerable excitement; in the fall of 1857 there was no thought of going south; that was subsequently; the prevention of supplies coming in by the army did not increase the demand for wagons and animals named in the claims, as there were plenty in the country. The army came in in July, 1858, and after the civil war broke out sold out the wagons, etc., belonging to it.

Other witnesses were called, who placed varying values on the property referred to. The examination will probably last till to-morrow.

## AFTER THE U. P.

## The Pacific Commission Still Investigating.

Another session of the Pacific Railway Investigating Commission was held in this city yesterday afternoon.

Hon. John Sharp, in reply to an inquiry as to what ought to be done to stimulate the growth of the Utah Central, said it should be pushed into Southeastern Nevada. It was a matter of necessity that the road be extended, because, for a great measure, the Horn Silver had ceased shipping, or nearly—instead of shipping 150 tons a day, they now send no more than 100 tons a week. It would not take more than 160 miles to bring the road into a mining country, which would commence at Pioche. It was a mining country, in which the natural resources were abundant. It would cost about \$12,000 or \$14,000 a mile to build this branch, which would then be a great feeder to the Union Pacific. It cost nearly \$2,000,000 to build the grade on the Union Pacific between Echo and the Promontory. These were the figures in round numbers. Did not know whether there was a copy of the contract between Brigham Young and the Union Pacific, but would endeavor to find a copy of it. Witness knew but little of the Utah & Northern Railway's affairs and was excused.

Mr. Charles Popper testified that his residence was in New York, but his business interests were mainly in Salt Lake. His testimony was pretty severe on the road. He said he had tried to have business dealings with the Union Pacific, but the prices between Idaho and Salt Lake for transportation were so high that he could do little or nothing. Business men in Salt Lake were discriminated against to such an extent as to preclude shipments to Salt Lake and the rates were greatly in favor of the east. He was largely interested in the Queen of the Hills mine, in Idaho, but that company, in connection with others, was charged such prices as to be at the mercy of the Union Pacific and the Omaha and Grant Smelting Works. He had heard of other firms getting rebates, but his company had never received any. He had made applications to Mr. Shelby for a special rate, and the latter had promised to do all he could, but nothing had been done. From Butte the rate on ore was about one-half the price from Wood River, which was 300 miles nearer, and this action forced them into the Omaha market. In Omaha he was forced to pay \$11 per ton to the smelters, while in Salt Lake he was charged but \$7 for the same grade of ore. There was a heavy discrimination against Salt Lake, and always had been.

Mr. Shelby explained that the lower

rate from Butte was because of the Northern Pacific competition. If all the rates were as low as those between Butte and Omaha, the Union Pacific would not be paying expenses.

George Y. Wallace testified that he was interested in the Utah Forwarding Company, the Deseret Salt Works, Northwestern Forwarding Company, Tintic Iron Company, the Telephone Company, a bridge company and water company in Idaho. The Utah Forwarding Company was formed many years ago, for the purpose of forwarding goods from the termini of the several railroads to points beyond. It was merely a name, the shares all being held by himself and Mr. Lyman, save enough to keep up the corporation; never had any rates that were not allowed anyone else. It was merely a verbal agreement; it is in effect now; had always paid the open tariff rate, except in cases of competition, when the D. & R. G. came, and after the rates had been established; had no relations with the Union Pacific save that of a good customer.

Governor Pattison, chairman of the Commission, here rounded up the witness by saying, "It might as well be understood, Mr. Wallace, that your company appears all through the Union Pacific books as having received rebates while no other forwarding companies show it. If that is so—if there was a rebate of ten cents in your favor—it would prevent competition, would it not?"

Mr. Wallace replied that it certainly would. He had handled coke and shipped it to all smelting points in the west. His company was to receive a commission of 25 cents a ton for handling the coke at Leadville. This was the agreement made with the Union Pacific; knew a Ferguson, of Leadville. There was nothing said about forcing Ferguson, Towle & Co. out of the business in consideration of the payment of 25 cents per ton; did not know that that firm was charged \$6 against \$1 to him to the Missouri river. There has been no discrimination against the smelters here. They have been given the same price, save the 25 cents a ton commission. Had made and bought salt for the Union Pacific Company. We received a commission of 50 cents a ton for buying, taking to Butte and unloading salt. That was when he had to buy several thousand tons in open market and during the time of the "corner." Sold coal for the Union Pacific Company at Butte; got a commission of \$1 a ton for retailing coal there and 15 cents by car load lots. There is no one else selling coal there, except the Union Pacific. The railway company fix the price; had sold 901 tons since January 1st. The company has sold thousands of tons; did not know that anyone else would be given the same privilege. No one had been so far.

Gov. Pattison—What other business do you follow in which you obtain advantages over others?

Mr. Wallace—None at all. I think you are wrong when you make such an assertion. There was a time when we paid 25c. a hundred for grain from the Missouri. The published rate was \$1, but I believe everybody was allowed the same privilege. We shipped considerable iron ore on which we had a refund. Some years ago we shipped some stone to the smelters south of this city on which we had a refund. Never tried to influence legislation or elections in Utah.

John Wm. Snell was the next witness sworn, and his testimony was a vigorous denunciation of the course the U. P. had pursued in some respects. He gave an account of the manner in which nearly everybody had attempted to do all in their power to aid the Union Pacific; how he had been handling coal, and the money he had made upon it, and how finally he had been shut out by the efforts of the Union Pacific Company, who discriminated against him in rates and forced him to the wall. He afterwards started in the iron business at Tintic, with the assurance that he should have as good a rate as any one else. In a short time the rates were raised, and to such an extent as to again drive him out of business. He thought the discrimination had been made in favor of the Utah Forwarding Company. Before shipping coal, he had handled grain, but he was also shut out by the influence of the railroad people. Some time ago he was informed by W. P. St. Clair that he could get a rate of 50c. per 100 from Ogden to Butte. He telegraphed to California for several car loads and when they arrived at Ogden, the company raised the rate on him from 50 cents to \$2.50. He had also been to Butte to see what he could do about salt, but was informed that no one but the Northwestern Forwarding Company could do any salt business in that section; that they could not take his salt if he were to give it to them. It was his opinion that the Union Pacific controlled a great number of important interests along its line and used a great many figure heads to do it with.

Hon. W. W. Ritter testified that the Salt Lake & Western Railway had been constructed by a local company. The Union Pacific had furnished the money.

J. C. Conklin said he was engaged in mining at Wood River. He had never received any special rates, except for a short time. Had applied for a rate of \$14, when the published rate was \$13. This was done in order that a contract might be filled, which would have been impossible under the \$13 rate. It was and had been for a long time impossible to ship ores into Salt Lake, because of the