

DESERET EVENING NEWS

WEATHER REPORT.

Record of local office of weather bureau for the 24 hours ending at 6 a. m. today:

Barometer reading at 6 a. m., 55.61; temperature at 6 a. m., 60; 10 a. m., 62; maximum, 65; minimum, 49; wind, light; clouds, 10; precipitation, 0.00.

Accumulated excess of daily mean temperature since January 1st, 22.2 degrees.

Total precipitation for the twenty-four hours ending 6 a. m., .01 inch; for the month, .01 inch; for the year, .01 inch; which is 1.38 inches above the normal.

Excess of daily mean temperature since the first of the month, 13.8 degrees.

FORECASTS TILL 6 P. M. SUNDAY.

Local forecast for Salt Lake City and vicinity:

Fair tonight and Sunday; slight change in temperature.

Forecast for Utah, made at San Francisco:

Cloudy, unsettled weather tonight and Sunday.

WEATHER CONDITIONS.

A great area of high pressure, with its crest over the Dakotas and Minnesota, covers the country between the Rocky Mountains and the Mississippi valley. Pressure is moderately low west of the Rocky Mountains, the greatest depression appearing at the head of the Gulf of California. Rain falls over southern California, Nevada, Utah, Wyoming, eastern Colorado, northern New Mexico, South Dakota and central Texas. The heaviest fall was 1.38 inch at Allamore, Texas. The high winds are confined mainly to northern Utah and will be over with by this evening. The highest velocity reached at Salt Lake City was 34 miles from the east.

TODAY'S TEMPERATURE.

10 a. m., 71; 12 noon, 72; 2 p. m., 76; 3 p. m., 73.

Semi-Weekly News...

Circulation

Today

21,000

The largest circulation of any paper published between Denver and the Coast.

To-day's Metals.

SILVER, Bar, 59.50 cents

LEAD, \$3.90

CASTING COPPER 15.70 cents a lb.

LOCAL BRIEFS.

The official bond of City Engineer L. C. Hays was filed in the recorder's office yesterday afternoon, in the sum of \$5,000. His sureties are D. N. Straup and R. C. Campbell.

The public library was closed last evening and will remain closed until June 1 for taking the inventory. When it reopens there will be several hundred new volumes on the shelves.

The general board of the Primary Association is arranging for a grand excursion of the children, their parents and friends, to Saltair on June 27, to include all of the associations within reach of the railroads.

At the meeting of the governing board of the State law library, held yesterday afternoon, the secretary was authorized to purchase a number of new volumes, text books and reports that are not on the exchange list.

At the meeting of the directors of the Y. M. C. A. yesterday afternoon, a committee, composed of Thomas Weir, Dr. Plummer and John P. Evans, was appointed to select a president for the year.

A brilliant trolley ride over the city was indulged in last night by about 200 pupils of the seventh and eighth grades of the Webster school. They were not frustrated in their attempt to let people know that they were abroad for a good time.

Rev. George A. Gates, D. D. and Ph. D., pastor of the First Congregational church of Cheyenne, Wyoming, is in the city and is the guest of Rev. and Mrs. Clarence T. Brown and of the people of Hammond hall. He will occupy Rev. Brown's pulpit tomorrow morning, and his theme will be, "The Educational Outlook for the Twentieth Century." Dr. Gates is said to be one of the strongest men in the Congregational church.

The city school teachers held their last meeting of the year at the High school building this morning. The main feature was the address of Superintendent Cooper. He thanked them for the support they had given him, and congratulated them on the degree of excellence the Salt Lake schools had attained to, which he said was largely due to their efforts. He further assured them that the memory of his pleasant associations with the teachers of the Salt Lake schools would always remain with him, and he wished them each a long life of unbroken success.

ZION'S SAVINGS BANK & TRUST CO. has half a million dollars to loan in sums to suit borrowers on first class collateral at lowest market rates.

UTAH COMMERCIAL AND SAVINGS BANK. Interest paid on savings, W. P. Armstrong, pres., P. W. Madsen, vice-pres., J. E. Caine, cashier.

UTAH COAL.

Castle Gate, Sunnyside and Clear Creek Lumps, all first quality, \$4.75 per ton. Anthracite all sizes, \$5.50 per ton. 72 south Main St., telephone, 429. D. J. SHARP, Agt.

ABSTRACTS OF TITLE.

Prepared by S. L. Moyle, No. 6 West 1st St. McCormick Bldg. Phone 252-2 rings

REAL REASON FOR RAILROAD FIGHT

San Pedro Free Harbor Will Have a Big Line of Steamships.

HARRIMAN'S PRESENT TRUST

If the Clark Road is Built it Will Mean That Southern Pacific's Fleet Will Have Competition.

To the onlooker who is watching the developments in the unique fight between the Harriman interests and the Clark company which proposes to build a line across some of the most desolate lands on the American continent and incidentally tap some rich mineral fields, it appears that the effort of the Union Pacific interests to head off the project is not so much on account of the business which will be derived from Southern California as to protect their steamship traffic to and from the Orient.

STEAMSHIP LINES.

While it is true that there is no immediate prospect of there being a fleet of Pacific liners plying between the free harbor of San Pedro and the ports of the far east, at the same time, E. H. Harriman can read the writing on the wall. Just as soon as there is a new trunk line running into Southern California alongside of the deep water quays then will there be heard rumors of the incorporation of a big steamship company to act in conjunction with the San Pedro and its eastern connections.

The Harriman interests have already two lines into Los Angeles which can take care of the business. The line which is in the southern portion of the Golden State. There is no need to build another, and there are those who say that the Oregon Short Line will not be extended to Los Angeles providing that Senator Clark and his associates can be bluffed out of building. From reports that come from the Nevada extension regarding the way the track to Clover Valley Junction is being constructed, it is said that the line will be built in two sections, one on the old right of way and the other on a new right of way, and it is apparent that the line is to be ultimately built right through the present track bed which will have to be torn up and heavily metal and scouter bridges put down.

RESTS WITH CLARK.

If Senator Clark can be persuaded to abandon his scheme the Oregon Short Line will not, many think, be extended through to southern California. On the other hand if he persists in going through with his project every indication points to the fact that there will be two lines running direct from Salt Lake to the City of the Angels within the next three years. When these lines are completed there will be a line of steamships established which will bring the cargo of tea, silk and other material from the Orient and return loaded down with the products of the United States.

POLICY OF RAILROADS.

*Speaking broadly, it may be said that every trunk line in America with a seaboard terminus aims nowadays at an ocean service of its own. That has been long regarded as a natural development of upland and seaport, and the alliance of lines of ocean steamers with trunk railroads is no novelty so far as America is concerned. J. Pierpont Morgan is neither the originator nor even a pioneer of that policy. It has been in operation for years, both in the Atlantic and Pacific trades. The Grand Trunk railway, of Canada, has long had a traffic agreement with the Allan Line which guaranteed to it a minimum amount of freight from Portland, Me. When the Canadian Pacific got through to Vancouver it found that there was not enough land traffic for it to live upon, so it struck out boldly for the trade of the far East, and built a line of steamships to run to Japan and China. One after the other all the American transcontinental lines followed suit. The Great Northern, as soon as it had a Pacific terminus capable of handling large steamers entered into an arrangement with one of the Japanese subsidized companies for a regular service between Seattle and the leading Japanese and Chinese ports. The Northern Pacific and the Santa Fe have both since done likewise while the Southern Pacific controls at least three lines of steamers. It has one trading between New York and New Orleans, another on the coast, and the third, the well known Pacific Mail company, which enjoys the cream of the China trade with San Francisco.

HILL'S FLEET.

The Pacific trade is as yet in its infancy. J. J. Hill has not yet launched any of his big modern 12,000-ton boats, which are to sweep the Pacific, but they will be ready for the open door of the Orient as soon as the present middle of the line is cleared up.

The putting on of Hill's fleet will have the effect of cutting into the Southern Pacific business to an appalling degree, and undoubtedly this fear has been one of the prime factors in the recent Wall street shakeup. With another modern line of steamships coming into San Pedro harbor the trans-Pacific carrying trade will be anything but a monopoly for the Southern Pacific and Harriman interests. In connection with the struggle for the supremacy of the Oriental business the conference between the general board of the Pacific coast and the Harriman Railroad's Asiatic division and the nineteen steamships connected with the railroad service in and around Port Arthur, and E. H. Harriman in New York, were dispatched in another part of this column, shows which way things are shaping.

The Clark road is no doubt going through and will have its share of traffic in connection with its mysterious eastern outlet, in the Oriental trade.

BONA FIDE PROPOSITION.

The Los Angeles Daily Times to hand in a column entitled "The Harriman proposition," is a bona fide proposition. While that paper does not touch upon the Oriental phase of the project it maintains that in every sense of the word the proposed line will be a paying proposition. It says:

"As the Times has shown, the Los Angeles and Salt Lake Railroad enterprise, in which Senator Clark has interested himself, is a solid business proposition promising large and steadily-increasing profits to the owners of the road. The road will not only command from the day it is opened, a large share of the through traffic to and from the East, on account of its being shorter by several hundred miles than any existing road, but it will also develop a section of the country which is immensely rich in minerals—not only in gold and silver, but also in coal and iron. Such being the case, it is evident that the enterprise is a sound business proposition, and that the Harriman and his associates would be shortsighted and foolish should they agree to sell out this railroad bonanza for any price which the big railroad syndicate would probably be willing to pay."

HARRIMAN INTERESTED.

General Superintendent Trans-Siberian Railway Visits U. P. Official.

New York, May 24.—A. Bostelman, general superintendent of the Trans-Siberian railroads, Asiatic division, and the nineteen steamships connected with the railway service in and around Port Arthur, has had an important conference with E. H. Harriman, Mr. Bostelman represents the Russian government in a semi-official capacity, and his mission in New York is understood to be to promote amicable traffic arrangements with the Union Pacific line and the steamship interests controlled by the Union Pacific. Mr. Bostelman said last night that in his opinion there was little hope for a speedy development of American commerce between San Francisco and Vladivostok, until the freight rate of \$11 a ton is lowered. It is understood that he and Mr. Harriman went over the subject fully and that Mr. Bostelman told Mr. Harriman that the Russian government desired the most cordial relations to exist between its railroad and steamship lines and the lines leading to the Pacific seaboard.

Mr. Bostelman also saw Mr. Harriman and the Northern Pacific interests and made particular inquiry about the great freight ships being built for that company at New London.

Mr. Bostelman said:

"I will have to ask to be excused from discussing official affairs. We are just nicely with the railroad authorities and Manchuria and hope to have an all-rail route within the next fifteen months. We shall eventually build roundabout Alaska. It is a formidable and expensive engineering undertaking, but it will be done. The rails on the eastern Siberian section of the line are 65 pounds to the yard. On the western section the rails are 80 pounds for the present is heavier, the rails are of the heaviest type. Our best sleeping and parlor car trains are now superior to those in this country. We took first prize for them at the Paris exposition at against the Pullman and the Baldwin company. Our mail and telegraphic services are greatly inferior to those in this country."

FROM OCEAN TO OCEAN.

Missouri Pacific Interests as a Trans Continental Proposition.

New York, May 25.—Speaking relative to the recent acquisition of railroads in the Pacific, the Harriman interests and the growing belief that the plans for the Missouri Pacific system aim at connecting the Atlantic with the Pacific seaboard, Russell Sage said that the project would not, in his judgment, develop any hostilities to the railroad industry.

Everything, he thought, would be amicably arranged. He continued:

"The general plan is to extend the system from the Pacific to the Atlantic seaboard. This will doubtless take a good deal of time. I cannot say how long. 'The matter of how the road is to be got out to the Atlantic seaboard is in its infancy. I have no doubt the plan for the entire system will be worked out harmoniously. In connection with the acquisition of Wheeling and Lake Erie, and the line it is to build into Pittsburgh, it is probable that short lines in the Delaware, Pennsylvania and West Virginia will be built to accommodate towns not on the main line."

"Will the Texas Pacific be absorbed by the Missouri Pacific?"

"Yes," said Mr. Sage, "that will come about."

Some persons profess to believe that the Gould interests hope to reach the Atlantic seaboard by an acquisition of the Delaware, Pennsylvania and West Virginia by means of the Wabash, which connects with it at Buffalo. There is little evidence that such is the case.

It is said to be the fact that heavy holders of Lackawanna stock have recently been sold out as to whether they would take \$250 a share for their stock. But they believe it is the Erie for whom the persons who approached them were acting. J. F. Morgan, it is understood, is still in the market, and is habituating the Erie property and there are indications that an effort might be made to obtain Lackawanna for it. The indications that such an effort would succeed are, however, to be far from pronounced.

O. S. L. AUDITOR.

Presence of Union Pacific Officials in Town Starts Rumors.

General Auditor Erastus Young, Traveling Auditor William Brown, Jr., and Auditor John C. Hill, of the Union Pacific's distributing department, Union Pacific, came in from Omaha this morning and were closeted with F. W. Hills, the retiring auditor of the Oregon Short Line, for several hours. When seen after the conference the gentlemen stated that there had been no appointment made to succeed Mr. Hills. Mr. Hills later said: "There has been no appointment made. I shall resign after the affairs of the Oregon Short Line, which will be in charge until my resignation goes into effect at the end of the month. What will be done between now and then in the matter of auditing is still a question. I am prepared to state. All I know is that there has been no one appointed as yet." Mr. Hills leaves for New York tomorrow morning to take up his duties as comptroller of the American Smelting and Refining company.

The presence in this city at this time of Messrs. Brown and Wilkins leads to the rumor that one of the gentlemen named is to succeed Mr. Hills.

Up to a late hour this afternoon this rumor could not be verified.

MCCOWAN APPOINTED.

Named Gen'l Purchasing Agent, American Smelting and Refining Co.

Word has reached this city of the appointment of J. K. McCowan to the position of general purchasing agent for the American Smelting and Refining company with headquarters at 71 Broadway, New York. Mr. McCowan is well known in this city, where he has many old friends who will be glad to hear of his good fortune. Some time ago he was general agent for the Maple Leaf, with headquarters at Denver, and was later transferred to Manager for the Guggenheims.

New Rock Island Service.

Traveling Passenger Agent E. Drake, of the Rock Island, this morning received the following dispatch from headquarters:

It has been decided to establish one night over service Denver and Colorado Springs to Chicago, effective June 1, leaving Denver 1:15 p. m., Colorado Springs 1:30 p. m., arriving Omaha next morning at 6 o'clock. Des Moines 10 a. m., Chicago 7 p. m. Equipment will consist of Buffet, library, sleepers and chair and dining cars. This train will connect at Omaha Springs with the Great Western train No. 2, leaving Salt Lake at 3:15 p. m.

Hoyt Sherman Going East.

General Agent Hoyt Sherman, of the Colorado & Southern, will go East next morning to take up his duties with the estate of his late uncle Senator Sherman. He expects to be absent from Salt Lake for the major portion of the month of June. During the time that he is away from Salt Lake Traveling Freight Agent Adams, of the Colorado & Southern, in Colorado, will have charge of the local office here.

Excursion to Saltair Tonight.

The first excursion of the season to Saltair will leave the Rio Grande Western depot at 7:30 p. m. this evening when the opening ball will take place upon the arrival of the train out at the resort. Manager Bateman has been get-

ting the train in readiness this afternoon and a quick run out to the beach is assured. The floor is in excellent condition, good music has been secured and a general good time will undoubtedly be the result. The weather clerk has kindly arranged matters so that the wind will go down, consequently Manager McAlister feels assured that there will be a good attendance.

Special Rates to Ogden.

The Oregon Short Line and the Rio Grande Western announce that they will run all passengers to Ogden tomorrow on the regular trains for the rate of \$1.50 the round trip, good returning Monday morning. This innovation is on account of President McKinley and party who are expected to arrive in Ogden tomorrow evening at 6 o'clock.

SPIKE AND RAIL.

Traveling Auditor Craig of the Oregon Short Line is in town.

General Agent W. E. Coman of the Oregon Short Line, has returned.

General Superintendent E. E. Calvin of the Oregon Short Line is up on the Montana division.

Traffic Manager Babcock of the Rio Grande Western is expected to return from California on Monday.

Hayes of the Nickel Plate, Barlow of the Red Line and Brown of the Santa Fe came in from the north this morning.

The Denver & Rio Grande has secured ten cars of cattle and one of horses from Winnemucca to South Omaha.

E. L. R. Moore, chief clerk in the railway mail service at Ogden, is to be transferred to a similar position at San Francisco on June 1.

A. L. Stevens, assistant car inspector for the Southern Pacific at Ogden, will resign on June 1 to accept a position in a commercial institution.

That Parley L. Williams interview in the "News" and the subsequent answer by T. E. Gibbon is using up a big lot of ink in the Los Angeles papers.

W. H. Reed, general superintendent of the western Pullman service system, is in town today looking into affairs pertaining to the betterment of the service in Utah.

The Southern Pacific and the Union Pacific are taking extraordinary precautions for the safety of the presidential special which is due in Utah tomorrow afternoon.

Owing to Eugene Fox having been called East on account of the death of a relative, J. W. Trevelyan leaves tomorrow for Salt Lake to temporarily take over his territory.

The sugar rate difference between the Southern Pacific and the Rio Grande Western is to be adjusted in the near future at a conference of the traffic officials of both lines.

Tom C. Record, There is only one route for the San Pedro, Los Angeles & Salt Lake road, and that is via the settlements of southern Utah from Fillmore to St. George.

J. S. York, contracting agent for the Michigan Central, North Shore Despatch, Canada Southern Line and the Blue Line, with headquarters at Omaha, came in from Boise this morning.

Laramie Boomerang: There are persistent rumors in railroad circles that eastbound wool rates have gone to smash and certain railroads claim that evidence is at hand to show that the reports are true. The shoving began about a week ago, though for weeks prior to that time the knife had been used by one or two roads to a certain extent. Within the past ten days transactions in Wyoming wool have become exceptionally heavy. It is claimed that the water lines made great cuts in the tariff, naming rates that the all-rail lines found hard to meet.

SUMMER SCHOOL

for BOOKKEEPING, PENMANSHIP, SHORTHAND, TYPEWRITING, SPELLING, ETC.

Special rates during June, July and August. Open from 8 a. m. to 1 p. m. Visit us or write for information. SALT LAKE BUSINESS COLLEGE, Templeton Building, Salt Lake City.

PRESIDENT MCKINLEY SUNDAY AT OGDEN

The Rio Grande Western Railway announce \$1.50 for the round trip to Ogden on Sunday, May 26th, account President McKinley who will pass through Ogden that afternoon. Tickets depart 9:30 a. m. and 1:30 p. m. All tickets good returning until Sept. 9th. City Ticket Office in Dooly Block Corner.

EXCURSION TO PARK CITY.

Sunday, May 26th.

Special train for Park City leaves at 9:30 a. m. Baseball, Park City via Salt Lake. Visit the mines. \$1.50 round trip.

Apprentice's Milk Bread. Ask your grocer for the genuine.

EASTERN EXCURSION RATES

Via Oregon Short Line and Union Pacific.

June 11th and 12th round trip tickets will be sold to points East as follows:

Denver, Pueblo and Colorado Springs \$20.00

Omaha and Missouri River points 32.00

St. Paul and Minneapolis 38.75

St. Louis 39.50

Chicago 44.50

All tickets good returning until Sept. 9th. City Ticket Office, 206 S. Main.

STORAGE !!!

Central Storage Co., Furniture, Upright Pianos, Stoves, and Household Goods of all descriptions stored in separate compartments, with combination locks, at low rates; also Merchandise, Cases and Miscellaneous Goods, weight not more than 250 pounds each package, stored at reasonable price. Apply to J. C. WATSON & BROS., 20 Richards Street, City.

"We Will Bond You"

All kinds of Fidelity Contract and Court Bonds at lowest rates. GEO. H. INGHAM, 70 West Second South.

Ask your grocer for ROYAL ZWIEBACK, Pure food for children and weak stomachs. The genuine Zwieback "Royal Zwieback." Purest and best.

SOUTHERN PACIFIC CO.

\$30.—Excursion to San Francisco.—\$30.

On all trains leaving Ogden June 11th and 12th. Return Limit September 9th. Inquire of C. A. Henry, Ticket Agent, Ogden.

W. H. CHIVERS, Agent, Ogden. D. R. GRAY, General Agent. 106 W. Second South St., Salt Lake City.

NOTICE TO INVESTORS.

At a meeting of the directors of the Utah Implement Company, held May 1st, 1901, at their office, there being voted \$149,000 worth of capital stock of said company, a resolution was made by the directors of the company to sell \$40,000 worth of preferred stock at par value, \$100.00 per share, drawing 10 per cent dividend, payable quarterly for the purpose of increasing their business. The said company desire to sell said stock in small lots, to farmers, sheep, cattle and mining men, who use the goods of said company.

Applications received at once for said stock. There is only \$12,000 now left for sale.

(Signed) M. B. WHITNEY, Secretary.

Royal Bread.

Everybody eats it. Nothing beats it. Look for the label and ask your grocer for it every day. Health follows.

SPECIAL PARTY AT SALT AIR.

Given by the Red & Black, Sat. May 25th. Special train leave R. G. W. Depot at 7:30 p. m. Enlarged orchestra. Tickets 50c.

PERSONAL.

THE NEW SANITARIUM MANAGER desires to announce that their hair dressing department, under the supervision of Miss Eva Brown, who was formerly employed at this department in the charge of Mrs. E. O'Brien, who is now in the line of work. Mrs. O'Brien will give special lessons in the use of a limited class during the summer season. The training is conducted by physical culture, the most modern and healthful, say nothing of the good it provides against loss of hair. Parents should avail themselves of this opportunity for teaching their children the art.

IF YOU REQUIRE ENVELOPES addressed or circulars or letters, etc. type written, call at Walker Hotel.

MRS. HARTMAN HAS REMOVED her hair dressing parlor from the Sanitarium to 208 S. 3rd St. between 1st and 2nd Sts. Hair dressing, facial treatment 25c. Facial Massage 25c.

WALL PAPER CLEANING.

WALL PAPER AND FRES-CO CLEANING. 65 E. 2nd St. Phone 574-2.

BUTCHERS.

GLOBE MEAT MARKET, 15 MAIN ST. Roti, sherbert, Pot. Established 1884. Highest price paid for choice Hogs, Sheep, Cattle and Poultry. Tel. No. 162 Y.

EDUCATIONAL.

ISAAC PITMAN SHORTHAND CHURCH reporters write it. Books, Templeton Bldg. S. J. City, James D. Striding, Teacher.

WANTED-AGENTS.

CO-OPERATIVE PUBLISHING CO. of Chicago employ agents on first class literary work. To satisfy patrons is a hobby of J. L. Williams, manager and supervisor of agents' work. 232 East Chicago.

LADIES OR GENTLEMEN, SOMETHING entirely new, good seller, good commission. City work. Call 323 S. W. Temple.

THE DESERET NEWS HAVING PURCHASED THE PRINTING PLANT OF GEO. C. CANNON

has moved to the exclusive County building house. We will make special inducements to book agents and canvassers desiring to sell the Deseret News. There is a splendid field throughout Utah and surrounding states for a bright canvasser in these lines. Send for free catalogue.

HAT FACTORY.

HAVE OLD HAT REPAIRED. HAT MADE as good as new. Blocked in style, cleaned and re-dyed. New trimmings \$1.25. Salt Lake Hat Factory, 24 E. 1st St. or 123 S. 2d. Temple.

BALED HAY.

FIRST CLASS BALED ALFALFA HAY for sale. 20 cars at City Ferry. Write for it. Warehouse corner 3rd and 3rd West.

MACHINE OIL.

50 PER CENT CHEAPER AND BETTER than any U. S. at 75 E. 2d St.

ESTRAY NOTICE.

ONE BAY MAKE ABOUT 10 YEARS old, brand like diamond on left hip. One plant in right eye, old glass, one eye brown, one eye blue. The above described animals are not claimed and taken away on or before June 3rd, 1901. They will be sold to the highest bidder. JOHN O. MATTOX, City Poundkeeper.

AUCTION.

ON MONDAY, MAY 27, AT 10:30 A. M. No. 222 South 7th St. Take car to Rio Grande Western on 2nd South St. Parlor Rockers, Couch, Bed Room Set, Dining Table, Chairs, Stands, Cook and Heating Stoves, Dish and Dishware, Kitchen Utensils, etc., etc. H. A. Andrews, Auctioneer.

ALSO ON TUESDAY, MAY 28