THE MAINE MONUMENT

Mormon Church Contribution Already Amounts to Over $2,700.

EXPECT THE TOTAL WILL REACH $5,000.

Last Subscriptions Were Received Today—A Good Many More Wants to Hear From—Very Satisfactory Results.

There has been considerable speculation as to the probable applicants of Maine Monument contributions as made to the different banks of the Latter-day Saints at the special services held on Pioneer Day, July 24th. The committee in charge, Messrs Green and Roberts, have been in daily receipt of the subscriptions ever since that time and are very well pleased with them. They have come from all sections, for and near, and in all ways. At this afternoon reached the enclosed sum of something over $2,700. But that will not represent the entire subscription, as there are a good many more yet to hear from. When the contributions are all in it is expected that they will reach at least $3,000.

The committee desires through the "News" to express their thanks to all who have responded thus far, confidence without further delay, and to announce that if any wants have failed to hold services called for that purpose, that meetings be called at once to comply with the request under which all other wants have acted.

DOINGS IN THE POLICE COURT

In the police court today A. J. Clark was fined $10 and costs for disorderly conduct and behavior, the most unprovoked outrage.

Thomas Wade was adjudged guilty of violating the bicycle ordinance, and a fine of $5 was imposed.

Beggars in the persons of H. Smith and Martin Kaufman were discharged and had welcome suspended respectively.

Y. M. M. I. A. Meetings.

The regular monthly meeting of the young Men's of the Y. M. M. I. A. of this Stake has been postponed until Friday evening, August 5th, at the Murray meeting house.

D. R. LYMAN, Supt.

A meeting of the Y. M. M. I. A. of this Stake will be held at the Tabernacle, Friday evening, August 5th, at 8 o'clock.

D. R. LYMAN, Supt.

IMPORTANT TO WESTERN STOCKMEN.

In the Matter of Shipping Denver Made a Terminal by the Union Pacific.

Denver Republican: Instructions have been issued by the officials of the Union Pacific railway to consider Denver a terminal point for the cattle business of the West, and to make it, as it should be, the most important gateway for the cattle business transported west of the Missouri. This is considered one of importance to this city as a cattle center and to the cattle men of the West.

Before the present order was issued Ogden was the terminal point for Western cattle and cattle men in the business through the Denver market declared they had a grievance, claiming that they were discriminated against. Several instances of the average of cattle bringing stock to Old market, and then being forced to go to the river, although having excellent opportunities to sell here, were brought to the attention of the National Live Stock association. An organized effort which has extended over the past two months has made it necessary for the officers to remember morning T. J. Dunn, the freight agent of the Union Pacific at the Denver stock yards, issued the ultimatum making Denver the cattle gateway of the West.

Under the previous rulings of the Union Pacific railway it was impossible for a Western cattle man coming into the Denver market to sell his cattle at this point to be shipped out of Denver on some line other than the Union Pacific. An act of this kind would be part of the cattle owner would subtle the contract which the railroad made to hold the cattle in Denver and to allow of granting the freight rate to Denver, which was a new destination. The result was that the cattle went through the Denver yards and when the local rate from Denver to the feeding grounds of the West was added it increased the price of transportation to all united making feeding in Denver prohibitive.

The system used by the Union Pacific was a retrograde measure and the road argued that if the same was forced because of high rates to stay with the road on which the cattle originally the road would get the benefit of a long haul. Whereas if he was allowed to stop his cattle at Denver and go on over some other road, the road with which the cattle originated would lose a certain amount of business which was transferred to the other road.

This theory held good for many years and the railroad forced the cattle owners to carry their cattle to Ogden before the Denver market, but competition and the growing importance of Denver as a cattle market changed the conditions. The decision of the railroad to change the rate to Denver made the Denver market a considerable factor in portions by Denver cattle men, as it means the saving of a long haul by one of the greatest railroads and one that commands a large part of the cattle traffic of the states lying west of Colorado.

The line which the Union Pacific established to Denver, the terminal point of Denver for both points certificated, owned by the line is a growing business. Prior to the time the Union Pacific shipping East passed a change in all on the Denver market, and as they could see that they were cut out the Union Pacific they switched their patronage wherever possible to other lines. The Denver road, however, has the company to reach an extent that it was forced to cave in to terms so that it could get as other roads had for which Denver was a terminal point.

When Ogden was the terminal point of the Union Pacific cattle men were forced to decide at that point where they would bring their cattle. If they were sold to the river they paid the freight to Denver and were out from Denver to the river, and if they sold without a large increase in the freight charges if they were either direct to Denver and the Denver market or certain few found that he could not sell his cattle and was forced to carry them on to the river, and if he chose to go to Denver and sacrifice from Denver to the river, and if he chose he would go for travel the one through rate that the shipper usually not possible.

With Denver as the terminal point of the road an opportunity is offered to the shipper and the road which is by the shipper for ship his cattle now and if he has the opportunity to sell in this city he is considering it and he has the privilege and does not have to pay for it. Formerly, before this rate went into effect, the cattle shipping into the Denver yards over the Union Pacific was forced to ship out over the same road, but now he has the choice of the Union Pacific, Rio Grande, Burlington and Missouri Pacific.

The Union Pacific has agreed to an other plan which will be of great benefit to the Denver and the cattle men of Wyoming. Under this plan the cattle men will be forced to pay the one way rate from Denver to and if the cattle are sold in Denver the cattle will be free to take the refunded amount of the freight back to the feeding grounds of the West and return free of charge. The rates set by the Union Pacific are considered very low, and are those where previously to back has been. This will make a long distance in the cattle freight from Wyoming.

MINOR MENTION.

Delia Minor, John H. Cecile left yesterday for Salt Lake to see his wife, who made a trip to this city.

Harold Hadley, son of Prof. Hadley, and of one of our employes in the mining of Prince office, has returned to the city after an extended stay in the East.

The interesting friends of Mrs. Charles Taylor Fowler, wife of Dr. Fowler, dentist of the Herald's staff, will be pleased to learn that Dr. Fowler's health is rapidly improving, and that he will be able to return to Salt Lake city in a few days. Mrs. Fowler has been with her parents in Chicago for the past three months. This morning was sent to Dr. Fowler a beautiful bouquet of roses, a reminiscence of the hands of Mrs. Powers and Wright.

WILL BREAKERS.

"Buzzards Who Flock About the Estates of the Dead."

(Brooklyn Eagle.)

Now it is the will of Stephen Girard that it should. That rich and eccentric philanthropist left money for orphans in Philadelphia and he left it to be used for a good many years. It is thought not to be a school. The building cost, I believe, if any one should have predicted from it. The old relatives sniffed the existence of orphans and sniffed at the idea of Stephen Girard's leaving a fortune to them. Now and then a case of Friendly Intervention and Stephen Girard's will, which is Ex-Mayor Stokley, Dan Dugan