

# THE DESERET EVENING NEWS.

TRUTH AND LIBERTY

THURSDAY, NOVEMBER 22, 1900. SALT LAKE CITY, UTAH.

NUMBER 2.

FIFTY-FIRST YEAR

## THREE COMPANIES TO ORGANIZE WITH CAPITALIZATION OF \$32,000,000

The Los Angeles & Salt Lake Railroad company, capital stock, \$25,000,000.

William A. Clark, of Montana, president.

H. C. Kerens, of Missouri, first vice president.

J. Ross Clark, of Los Angeles, second vice president.

T. E. Gibson, of Los Angeles, third vice president.

T. F. Miller, Los Angeles, secretary.

F. K. Rule, Los Angeles, treasurer.

Board of Directors: W. A. Clark, R. C. Kerens, J. Ross Clark, T. E. Gibson, T. F. Miller, W. S. McCormick, G. B. Leighton, Thomas Kearns, Reed Smoot, E. W. Clark, Perry S. Heath.

and Charles W. Clark.

The directors already named Keith, C. O. Whittemore, S. A. Bemis, A. H. Hamlin, St. Louis, and W. B. Clark.

Development company, capital stock, \$5,000,000, fully paid up.

Thomas Kearns, president.

P. S. Heath, vice president.

H. C. Kerens, Jr., secretary.

To be organized this evening with the same stockholders and directors as the railroad company.

Empire Construction company, capital stock, \$1,000,000, \$100,000 fully paid up.

President, J. Ross Clark.

Vice President, T. E. Gibson.

Directors will be held in the Knutsford this afternoon.

CHANGES IN THE RAILROAD MAP.

As the outcome of the meeting of the railroad promoters at Knutsford during the past fifteen hours, Saturday morning, will be the filing of the articles of incorporation of three companies, which will have a combined capitalization of \$32,000,000, and will net the State \$4,250,000 in fees.

The three companies as outlined above give some idea of the magnitude of the undertaking which proposes to revolutionize the railroad map of the West.

The papers necessary for the initial launching of this huge enterprise were all signed up shortly before twelve o'clock today, and at the present time they are speeding through the mails in order that the signature of E. W. Clark, now at Ophir, may be returned to them at the depot upon Pioneer Square, this Saturday and duly filed with the secretary of state.

ACCOMPLISHMENT PRELIMINARY WORK.

After the preliminary work was done, Senator W. A. Clark took the one o'clock train to San Francisco, being accompanied as far as Ogden by President Leighton of the Los Angeles Terminal, who arrived in this city from the East at an early hour this morning, having been delayed on his way to be in attendance upon the meeting which was held last evening.

President Leighton, who is now in charge of the construction of the Los Angeles & Salt Lake Railroad, will take a hand in the arrangement of the final matters connected with the directorship of the other companies associated with the enterprise.

T. E. Gibson proposes to stay in town until tomorrow, when he will proceed to San Francisco to join Senator Clark, when they will go on to Los Angeles and at once participate in the turning over of the property of the Los Angeles Terminal road.

WORK BEGINS AT ONCE.

Within a few days after the filing of the articles work will proceed at once upon the construction of the road from Los Angeles to Riverside, a distance of about fifty miles. The final surveys were acted upon this morning and the route practically chosen.

It was also decided at the meeting this morning that the road would be built right into this city and the trains of the Los Angeles & Salt Lake Railroad would run over their own tracks right into the depot upon Pioneer Square, which will be built in course of time. The question of purchasing or utilizing the tracks of the Oregon Short Line along the lines already set forth was fully discussed and upon the advice of the consulting engineer of the railroad company it was decided that no particular benefit would arise from the

purchase of the Oregon Short Line track and right of way.

ROAD IS A SURE GO.

Hon. Perry S. Heath of Washington, when seen after the meeting this afternoon, told the story of the business that had been transacted during the brief stay of Senator Clark in this city.

"Yes, it is a sure go," he said in answer to a query on the part of the reporter. "There has been a big amount of business transacted in the short space of time that we have been together. The railroad company which was organized this morning, and the papers which were signed represent an enterprise which will be pushed to completion. Roughly speaking, the Los Angeles and Salt Lake Railroad company means 1,100 miles of railroad. It absorbs the Los Angeles Terminal company with its 50-odd miles of track, rolling stock, two miles of wharfage along the San Pedro harbor, with some 3,000 acres of extremely valuable lands in addition. This will be turned over bodily to the new company, the consideration being \$5,000,000, two-and-one-half millions being in stock of the railroad company, and the other two-and-one-half millions in 4 per cent bonds.

"Just as soon as the transfer is made, work will be started at once upon the extension of the line from Los Angeles to Riverside, a distance of about fifty miles. This will cost, with the other improvements on that line, in the neighborhood of \$2,000,000, which is ready and waiting.

CONSTRUCTION COMPANY FORMED.

"At the meeting this morning it was also decided to incorporate a construction company, under the name of the Empire Construction company, with \$1,000,000 capital, \$100,000 of which is already paid up. This company will do the constructing of the road from Los Angeles to Salt Lake, and will be paid in bonds. J. Ross Clark was named as the president of the company, with T. E. Gibson as the vice president. The details of the organization of this company will be gone into at the meeting here this afternoon at 4 o'clock.

To an inquiry as to who would be appointed general manager of the company, Mr. Heath was non-committal.

DEVELOPMENT COMPANY, TOO.

Speaking further he said, "There will be also another company organized this afternoon which will be a development company. It will be organized with the same directors and stockholders as the railroad company, and will take in the townships, real estate, coal and mineral lands, the property of the Los Angeles Terminal road as far as realty is concerned, and everything connected with the developing of the rich country through which the railroad will pass. This company will be organized with a capitalization of \$5,000,000, and now has on hand \$1,000,000 cash for immediate use. Thomas Kearns will be president, and Mr. Kearns' son secretary.

QUESTION OF ROUTE.

"Among other business transacted at the meeting was that authority was given to Mr. J. Ross Clark, Mr. Gibson and other directors of the railroad company to determine which of the two routes between Los Angeles and Riverside should be selected, and to let contracts upon the construction of the route which was selected today from the final surveys, and the contract awarded at as early a date as possible."

Just which route would be taken into Salt Lake is not yet prepared to state at this time. He was very enthusiastic in regard to the outlook for the road, and emphatically stated that the road would be built without any unnecessary delay.

In course of further conversation Mr. Heath stated that at the meeting this morning that the subject of the advisability of purchasing the Oregon Short Line branch line was brought up, and that the subject fully canvassed. Engineer McCarthy was called in and his opinion upon the matter asked. From the advice of the engineer, Mr. Heath stated that there was objection on the part of the incorporators not to purchase but to build their own line into the city as it was not deemed that the Oregon Short Line would be a competitor of the new line.

PRESIDENT LEIGHTON TALKS.

"I am more than satisfied with what

has been accomplished," said President Leighton of the Los Angeles Terminal road, when seen in the rounds at the Knutsford this afternoon, after the meeting. "But there is lots to be done yet," he added with a smile, "before the road is completed."

"Can you give an approximate date as to when the trains will be running in from Los Angeles?" queried the reporter.

"Well, if I were to I should be only guessing. No I could not give you any idea and really if I could give you any information for the general public I should be only too pleased."

After reiterating the statement that he was greatly pleased as to the outcome of the conference this morning he turned to the general public and was waiting outside and was whirled in the direction of the Rio Grande Western depot.

LOCAL INTERESTS.

This afternoon it could not be learned the exact amount of stock that would be taken by the Utah incorporators in the mammoth company. Mr. Kearns, however, stated that he was considering the interests in the companies "for a man like me."

\$120,000,000 PRESENT.

It was estimated this morning that there was upon \$120,000,000 represented at the Knutsford in the various capitalists who had gathered from the east and the west in order to float the gigantic company which is to connect Salt Lake City directly by rail with Los Angeles and the wharf side in the San Pedro harbor. Owing to the fact that President Leighton, of the Los Angeles Terminal road, had missed the train at Knutsford, he was not present, and was absent at the meeting last night, but he arrived in town in time to be in attendance upon the meeting which was continued this morning.

As stated in last night's "News," Senator Clark arrived in this city yesterday morning. The St. Louis party did not come to town until after the meeting, and on their way to the city they had to pass through the overland limited having been delayed by the storm. In the city they were met by Mr. Kerens, of St. Louis; S. A. Bemis, of St. Louis; W. B. Clarke, of Kansas City; Charles Clark, of Normandy, Mo.; Perry Heath, of Munich, Ind.; E. E. McKee, of Los Angeles; Engineer Leighton, of the Terminal road, Los Angeles, and R. C. Kerens, Jr., St. Louis.

SOME INCORPORATORS.

All these gentlemen are heavyweights in the world of finance and have enough capital behind them to build the proposed line several times over with a respectable balance to put on a new fleet of steamships to the Orient. S. A. Bemis is the head of the big bag company of St. Louis which is known on the two continents. Charles Clark, no relation to Senator Clark, is identified with a number of enterprises among which might be named the Granite Mountain mine. W. B. Clarke, as president of the Salt trust, is also a man of financial strength. Perry Heath, as secretary of the Republican national committee, also is not unknown to the public at large. R. C. Kerens is a member of the Republican national committee as well as being one of the heaviest owners in the Los Angeles Terminal road. E. E. McKee is another prominent stockholder in the California railway which has such a bright future before it. President Leighton and Dr. Hamlin are also financiers who are well known in the west. While Senator W. A. Clark's millions are too well known to need any comment whatever.

The meeting last evening started at 9 o'clock and continued until after 2 o'clock in the morning. It was imperative on account of the fact that Senator Clark's time in this city was limited and he figured on leaving for Los Angeles on the noon train. As a consequence a solid day's work was crowded into the one meeting which went into session again at 9 o'clock this morning.

Prior to the meeting last night the representatives of the railroad company went into caucus for some time in order to consider various points in the agreement which was to be drawn up between the incorporators. At the meeting which followed those named were present in addition to the following Salt Lake residents: David Keith, Thomas Kearns, C. O. Whittemore, Reed Smoot, W. S. McCormick and C. K. McCormick.

when he steamed into the outer harbor firing a salute of twenty-one guns, to which a shore battery replied.

BROKER SHERA ARRESTED.

It is Done at the Instance of Gen. D. E. Sickles.

New York, Nov. 22.—J. Fletcher Shera, the stock broker and member of the New York Stock exchange, who failed last week, was arrested today, charged with grand larceny. Lemuel W. Baxter, Shera's bookkeeper, also was arrested. Both men were arrested on warrants issued by the justice of the peace at the instance of General D. E. Sickles, the charge being the securing of \$10,000 of General Sickles' money under false representations. Sickles alleged that some time last summer he gave Shera \$10,000 to invest in Manhattan, St. Paul, Northern Pacific and other stocks, and that since that time Shera has refused to give an accounting. Daniel P. Hayes, attorney for General Sickles, said that though the specific charge for \$10,000, the aggregate amount will reach nearly \$40,000.

SIR ARTHUR SULLIVAN DEAD.

He Was Laughing a Few Minutes Before His Death from Heart Failure.

London, Nov. 23.—Sir Arthur Sullivan, the musical composer, is dead. His death was very sudden. At 9 o'clock this morning, while he was laughing in his house, he fell down and died within a few minutes of heart failure. He had been not ill for some time, but it was not believed his heart was affected. Recently he had been in better health than for some weeks past.

Later it became known that Sir Arthur Sullivan had been ailing since he returned from Switzerland in the middle of September. He caught a chill there and his chest and lungs became affected. He took to his bed a fortnight ago, but was convalescent and sitting up in his bed just before he expired. The afternoon newspapers print long eulogies of the deceased.

The Pope Fails Twice.

Paris, Nov. 22.—A dispatch to the Temps from Rome says the pope yesterday visited the basilica of St. Peter's and experienced such fatigue that he had to take to his bed. It is further claimed that he fainted twice.

## GUMBO CAUSED GREAT TROUBLE.

Well Nigh Prevented the Building of Canada's Great Canal.

SETTLING THE DIFFICULTY.

Apostles Lyman and Clawson and Engineer Smith Report Success—An Interesting Account.

Elders Francis M. Lyman and Rudger Clawson and Engineer J. Fawcett Smith, have returned from Alberta, Canada, after an absence of five weeks.

The purpose of their visit was to bring about a final settlement between the contractors (or Church) represented by M. D. Hammond, agent, the sub-contractors, and the Canadian Northwest Irrigation company, in the building of the great canal in southern Alberta.

We learned from them the following interesting facts: The canal, as now completed, commences at a point on St. Mary's river, and extends a length of eighty-six miles, of which, for twenty miles, the water is to be carried in a made-up, or for fifty-nine miles the water flows along artificial channels. The canal passes through Magrath and Stirling, the two new settlements recently established by the Latter-day Saints and terminates at Lethbridge. Many thousands of acres of land will be brought under irrigation by reason of this great enterprise.

Difficulties of a most extraordinary character were encountered in executing the work in a canal located in the heart of the prairie, which led to some misunderstandings, regarding classification of material, between the sub-contractors and the canal company, but which were finally adjusted by Messrs. Lyman, Clawson and Smith, and the Irrigation company, to the general satisfaction of all concerned, and as a result, an excellent feeling prevails at the present time.

The difficulties referred to were due in the main to a substance known to engineers as "gumbo," which, to the surprise of those unacquainted with the country, was found almost the entire length of the main canal. "Gumbo" is a sticky, plastic material, and has a power of resistance that is simply amazing. A single team and plow were useless upon this class of work. Ordinarily, six animals were attached to the plow, and on then succeeded in turning over the "gumbo" with indifferent results.

It was related by Elder Clawson that upon one occasion while watching the progress of the work in a canal located in the heart of the prairie, he witnessed the breaking of a double tree, made from a log of wood three feet in circumference. As the sharp point of the plow pierced the "gumbo," the rubber tree snapped like a twig.

Later he thoughtfully pushed his umbrella into the "gumbo," and upon withdrawing it was somewhat astonished to find that the tumbler, which he had pushed into the "gumbo," had disappeared. Upon a careful search, it was found firmly imbedded in the rubber-like soil. Elder Clawson further said that President Snow, hearing of the difficulties experienced by the brethren in Canada, made use of an expression, upon one occasion (no doubt unwittingly) which, although extremely amusing, was nevertheless expressive and forcible. He said to one of his associates: "Have you heard the news?" "No, well, they've struck Jumbo in Canada." "Jumbo" means something big, and "gumbo" is something big—in fact, it is the biggest thing in British America.

When Elder Clawson called attention in Canada, at a public gathering, to the remark of President Snow, the audience was highly amused and laughed heartily at the double application. In this wise: "Jumbo" could not only be applied to "gumbo," as representing something big, but also to a policeman, who is called a "Jumbo" in Canada, and who was known and recognized always by the very expressive title of "Jumbo." So that when President Snow's remark was quoted, many felt that they were true to "Jumbo" in Canada, the minds of that entire congregation naturally reverted to Policeman "Jumbo," and every one present smiled and looked as if he really hoped it were true.

The most serious and unpleasant aspect of the work, however, was seen when the men were excavating in water and "gumbo" knee deep, as was the case in several places. The matter how bright and radiant they approached the task in the morning, at night they were well nigh unrecognizable—for they emerged from the "gumbo" looking like a black man. Those were trying days. In one place of contract work, it is said, the horses mired down in mud and water, and could only be extricated by the use of chains fastened to the harness and the employment of horse power on the bank.

Such were some of the difficulties encountered by the sub-contractors as the work progressed, and it was feared for a time that the work-up to \$100,000, which had been promised by the Canadian Northwest Irrigation company, would not be accomplished within the time specified in the contract made with the company. To meet the emergency, a number of our people were called from various States to go to Canada and assist in the good work, and those already there were encouraged to remain at their post under the direction of Elder M. D. Hammond, a most efficient and faithful man. The brethren referred to responded cheerfully, without hesitation or complaint, and worked with an energy and determination that was admirable. There was no obstacle so great, no difficulty so formidable, but they fearlessly grappled with it and conquered.

At the close of 1899, it was found that the contract had not only been filled to the letter, but \$16,000 of work additional had been done.

It was a herculean task, and it is safe to say, in view of the character of the work, its location far out from populous centers, and the fact that it was done in a lonely, half-civilized and half-barbaric land, no other people on the continent but the Latter-day Saints would have undertaken and carried it through.

The digging and excavating of the canal—that is to say, the portion undertaken by our people from St. Mary's and \$64,782 in land, making a total cost of \$175,752. The total cost of the entire canal, including the cost of the land, is estimated at \$2,000,000.

The lands under the great "ditch" are rich and productive. Small grains and vegetables flourish there as almost in no other country. We have before us a splendid potato from Canada, weighing two pounds and one ounce which was raised upon sod that has never

## LOS ANGELES CHAMBER OF COMMERCE ENDORSES CHRISTMAS "NEWS."

(SPECIAL TO THE "NEWS.")

Los Angeles, Cal., Nov. 22.—The proposed Los Angeles-Salt Lake edition of the "News" received a decided impetus on this end at a meeting of the Directors of the Chamber of Commerce held today. This body, which has a membership of 1,200, comprising all the leading business men of the city, is taking an enthusiastic interest in the railroad to Salt Lake, and the visit of the "News" representative, coming as it did, just as the road was being incorporated in Salt Lake, could not have been more fortunately timed.

At the Board meeting today, Director Rule, who is general manager of the Terminal Railway, which is to form part of the new system, introduced the following resolution, which was unanimously adopted:

"Whereas, Mr. Junius F. Wells, of Salt Lake, has appeared before the directors of the Chamber of Commerce of Los Angeles and outlined the plan of the Deseret Evening News of Salt Lake to issue a special Salt Lake and Los Angeles edition devoted to the commercial interests and future development of the two cities, and whereas, we are of the opinion that such edition on the plan laid down by Mr. Wells will be of great benefit to the community by opening up new fields for our manufacturers, wholesalers and jobbers, therefore be it resolved:

"That the board of directors of the Chamber of Commerce of Los Angeles extend to Mr. Wells as representative of the Deseret Evening News our hearty support and co-operation, that we invite our capitalists, wholesalers and jobbers to assist Mr. Wells in every way in their power."

The committee on statistics, of which Director McKee is chairman, was instructed to take charge of the matter with full power to act.

The plan contemplates the issuance of a Los Angeles-Salt Lake supplement

in the Christmas issue of the "News" and the circulation of a large part of the edition by the Chamber of Commerce throughout California, and also through the principal chambers of commerce, hotels and libraries of the country. All the Los Angeles features and advertisements are also guaranteed insertion in the Semi-Weekly edition of the "News," making a total circulation of close upon 40,000 copies, a figure nearly double the circulation of any Los Angeles daily.

It has been raining here heavily the last four days, a fact that means millions to this district.

A private telegram from Mr. Wells states that he was given a most cordial reception at the meeting of the directors of the Chamber of Commerce referred to in the above dispatch.

been broken by the plow. The sod was simply raised up, the seed dropped in and the sod replaced. It is credibly reported of one farmer at Mountain View just west of Cardston, that he raised some potatoes on his dry farm that required but twelve to make a bushel—or five pounds each. What may one not anticipate from soil like this after several years of cultivation under wise and proper irrigation?

The people of Magrath and Stirling are prosperous and happy. The population of each settlement is about 300 souls. At both places new and permanent houses are multiplying on every side; while at Stirling, under the able administration of Bishop Theodore Brandley, a new meeting house costing some \$800 has been erected, paid for and dedicated.

Bishop Lee Harker and the good people of Magrath, not to be outdone, have already laid the foundation of a new meeting house, and only await the arrival of building materials to hasten on the enterprise. An admirable characteristic of the Saints of Magrath was exhibited when the Bishop called for volunteers to go to work on the new house. The next morning 40 teams reported for duty. They were immediately dispatched to the quarry, and returned with 49 loads of rock, and later brought in 12 loads of sand, and 4 of clay, all in one day. The ground was broken by Elder Lyman, and dedicated by Elder Lyman, and in three days the foundation for a house 35x60 feet was completed.

A narrow gauge railroad is being constructed from Stirling through Magrath to Cardston, and is finished to within 15 miles of the latter point, thus connecting our settlements in Canada with each other and the world.

Cardston is growing rapidly, and has made many substantial improvements during the past year.

Indeed it may be truthfully stated that the prospects for our people in Canada are bright and encouraging.

Mr. L. T. Galt, president of the Irrigation company, and Mr. Magrath, manager, both prominent business men of Alberta, are deeply interested in the permanent growth and prosperity of that section of country.

Colorado Springs, Colo., Nov. 22.—The wind-storm which swept over the Pike's Peak region yesterday afternoon and last night was the worst ever experienced in this State. It lasted 16 hours. The period of greatest intensity was from 2 p. m. to 3 p. m. There was no loss of life. The damage is estimated at \$75,000. The telephone and telegraph companies sustained heavy losses.

The greatest velocity attained by the wind was about 3 o'clock last evening, when eighty miles an hour was reported by the weather bureau at Colorado college. At that hour the Durkee building and El Paso bank block in the center of the business section were partially demolished, causing a loss of \$30,000. Many small residences on the outskirts were demolished.

The storm subsided about daybreak, and calm with warm weather prevails today.

The business section presents a dismaying aspect, and all business is suspended for the day. The public schools were able to resume during the day, although many of the school buildings were considerably damaged.

Properly advised of life was undoubtedly assisted by the action of electrical companies in shutting down all their plants at 2 p. m. yesterday, and later by the work of the linemen in severing all main line wires through the city. The rapid transit line had been paralyzed for twenty-four hours.

The storm was occasioned by the excessive drop in temperature and condensation of atmosphere two days ago. The gale began to subside about midnight, when it was blowing at the rate of about fifty or sixty miles an hour, and it has continued gradually to abate since that hour.

No loss of life has been reported. Edgar F. Enslin, formerly state forestry commissioner, was caught under a falling pole on Tejon street, near the El Paso club, and pinioned to the ground. He has a compound fracture of the leg and internal injuries that will, in view of his advanced age, probably prove fatal.

At 2 o'clock this morning the chief of police and Mayor Robinson announced that at least 100 frame residences had been crushed or wrecked completely by the gale, and thousands of shade trees have been torn up by the roots.

The wire situation in the city is appalling. Few telephones are in service and not a single toll line wire a mile outside the city.

The car lines are in even worse shape. Trolley wires are down and street cars on their backs, being overturned by the wind. The Postal Telegraph company has not a single wire anywhere. The Western Union has only the one to Kansas City over the Rock Island.

RELATIVES TRAINS ARRIVE.

Denver, Colo., Nov. 22.—Delayed trains bringing tired and occasionally frightened passengers brought fragmentary news of the storm at Colorado Springs and along the road from Pueblo to Denver. The last two trains to arrive in Denver reached here about midnight and brought reports that up to 8:30 o'clock the hurricane was still raging. As far as could be learned there were no fatalities, but great damage was done to property.

All along the Denver and Rio Grande, Colorado and Southern and the Santa Fe roads the wires and telegraph poles were blown down and the engineers were compelled to grope their way through the storm belt without train orders, running on the rights of the main lines, and taking chances on collisions. Only by good luck and through the exercise of exceptional judgment were collisions and the added horrors of wrecks avoided. Nearly every train that came into the Union Depot bore marks of the storm's fury. Coach windows were blown out, the glass in the engine cabs broken,

and the headlights and coach lamps extinguished.

From Mountain to Monument trains were run through the storm with sand blowing in such dense volumes that at times the engineers could not see the smokestacks of their engines.

Reclamation of Arid Lands.

Chicago, Nov. 22.—The National Irrigation congress, which began its ninth annual session here last night got down to business today. President Elwood Mead, of Wyoming, presided. Scipio Craig, of California, made a motion that the motto of the congress be "Save the Forest and Store the Floods," and that a committee on resolutions be instructed to draft a memorial setting forth the objects of the congress and showing the importance of the reclamation of the arid lands in the United States and to report on Saturday.

On motion of ex-Governor J. Bradford Prince, of New York, committees on credentials, organization, rules and resolutions were appointed consisting of men from each State and Territory represented. Captain Hiram M. Chittenden, of the United States engineer corps, was then introduced and spoke on "Relations of the General Government to Reservoir Construction."

At the conclusion of Captain Chittenden's address, a general discussion followed on the subject of the government's policy in irrigation projects.

At 12:30 a recess was taken until 2 o'clock.

The Kaiser Wilhelm der Grosse.

New York, Nov. 22.—The North German Lloyd steamer Kaiser Wilhelm der Grosse, from Bremen, which was looked for day before yesterday, has been sighted off Fire Island coming in.

At the steamer's passing Fire Island she signaled "Carried away one blade of screw." Next followed signals "Report me well."

Two of the belated Atlantic liners arrived during the night—the Hondur American liner Antiochdam, from Rotterdam and Boulogne, and the Atlantic transport liner Marquette, from London. Others still due to arrive are the Anchor Lines Anchera, from Glasgow, and the Italian liner, and others from Mediterranean ports, out 15 days from Gibraltar.

Chief of Engraving Bureau.

Washington, Nov. 22.—Captain W. M. Meredith of Illinois has been appointed chief of bureau of engraving and printing.

The Czar Has a Fairly Good Day.

Livadia, Nov. 22.—The czar passed a fairly good day. At 3 o'clock in the afternoon his temperature fell to 100.3. At 10 in the evening it had risen to 101.7; pulse 68. During the night his majesty slept a little. Early in the morning the patient's condition was good. His strength was also satisfactory. At 9 his temperature was 101.1; pulse 72.

[SPECIAL ORGAN RECITAL.

Tendered to a Party of Railroad People at the Tabernacle.

A special organ recital was tendered a party of railroad people at the Tabernacle this morning. The beautiful music that came forth at Prof. McClellan's skillful touch was listened to with intense enjoyment by those present. Prof. Goddard acquitted himself proudly, as usual, in "A Song of Triumph."

TOMORROW'S RECITAL.

Excellent Program to be Rendered at the Tabernacle.

Tomorrow's recital at the Tabernacle will probably be the most interesting thus far given. As heretofore announced it is to be tendered by Professors Stephens and McClellan in honor of Mrs. Viola Pratt Gillette, who is generally conceded to be the best singer of all Utah's talented daughters.

Mrs. Gillette will sing an appropriate hymn reminiscent song and there is little doubt that she will be accorded an ovation. Prof. H. S. Goddard will likewise render a few baritone selections while Prof. McClellan will play several numbers on the organ. President Snow has ordered that she will be accorded an ovation. The Tabernacle will be comfortably heated for the occasion. A large crowd is sure to be present. The recital begins at 11 o'clock.

## KRUGER LANDS AT MARSEILLES.

Given a Most Enthusiastic Reception—A Storm of Acclamations—'I Have Fought With Savages, but the Present War is Even Worse'—Says Boers Will Never Surrender.

Marseilles, Nov. 22.—Paul Kruger, former president of the South African Republic, landed here at 10:45 a. m.

Mr. Kruger cannot but be elated at the warmth of his reception by the people of Marseilles today. He may be said to have been borne on an irresistible wave of enthusiasm from the landing stage to his hotel. The broad streets and boulevards through which the route lay presented a perfect sea of human beings, all gathered there prompted by the unanimous desire to welcome the aged Boer statesman.

From the moment the white, twelve-armed barge left the side of the Gelderland with Mr. Kruger, who appeared to be in good health, sitting in her stern, surrounded by the Boer representatives, including Dr. Leyds and Messrs. Fischer and Vessels, a storm of cheers broke and never ceased until Mr. Kruger entered his hotel. Even then a vast concourse of people remained in front of the building until Mr. Kruger appeared on the balcony, where he had to remain for some time, uncovered, acknowledging the acclamations of his thousands of admirers, who continued cheering until they were hoarse with shouting.

Referring to the storm of acclamations, from the solid block of thousands of enthusiastic people, Mr. Kruger said the warm reception given him today would do much to soothe the wounds in his heart. The Boers, he added, will never sacrifice their freedom. They will rather be exterminated to the last man.

Replying to the addresses of welcome of the