

DESERET EVENING NEWS

WEATHER REPORT.

Today's record at the local office of the weather bureau. Barometer, 25.23. Current temperature, 33; maximum temperature, 54; minimum temperature, 23; mean temperature, 44, which is 3 degrees above the normal.

Accumulated excess of temperature since the first of the month, 61 degrees. Accumulated excess of temperature since January 1st, 296 degrees.

Precipitation from 6 a. m. to 6 a. m., 26 inch.

Accumulated deficiency of precipitation since first of the month, 18 inch.

Accumulated deficiency of precipitation since January 1st, 48 inch.

FORECASTS TILL 6 P. P. SATURDAY.

Local forecast for Salt Lake City and vicinity.

Fair tonight and Saturday, continued cool tonight; warmer Saturday.

Forecast for Utah, made at San Francisco.

Snow this afternoon, fair tonight and Saturday; colder in southern portion tonight.

WEATHER CONDITIONS.

The storm has moved southeastward, increased in energy and is now centered over the lower Missouri valley.

The crest of an area of high pressure lies along the north Pacific coast. Precipitation has fallen over Washington, Oregon, Idaho, Utah, Arizona, southern New Mexico and eastern South Dakota.

It is likely that other weather conditions will be running along smoothly at the general offices of the Oregon Short Line.

He said that if there were any change under contemplation, such as the appointment of a traffic manager to take the place of S. W. Eccles, who recently resigned to accept a similar position with the American Smelting and Refining company, or the naming of a general freight agent to take charge of affairs, that it was all news to him.

He stated emphatically that he had heard nothing said in regard to the matter during the meeting, which was held in this city at the early part of this week.

There is a practically unanimous sentiment among the business men of this city that a better selection than Mr. Reeves could not be made to look after their traffic business. He has lived in this city for a number of years, is thoroughly conversant with the idiosyncrasies of some of the shippers and is liked generally in all business circles.

Under the present order of things Mr. Reeves is at all intents and purposes the general freight agent of the Oregon Short Line.

Up to the last minute this morning Mr. Munroe was closeted with Mr. Reeves and D. R. Gray, the local agent of the Southern Pacific, outlining the policy for business and attending to traffic affairs generally.

ORDER OF THE BATH.

John Burleigh installed as he left for New York on Wednesday.

John Burleigh, the newly appointed claim agent for the American Smelting and Refining company, was installed from his position with the Oregon Short Line was installed with due eclat as a member of the Order of the Bath.

The installing party of the conspirators was out at White Lake, and the principals in the function were Messrs. Safford, McPherson and John Burleigh.

As soon as the new claim agent received the news of his appointment in New York he determined to celebrate his first duck hunt ere proceeding to his new position.

He was accompanied by the three employees of the Oregon Short Line named shouldered their guns and hid themselves even until White Lake on the west side of the horizon to the duck. All the afternoon they tramped through the mud without securing a feather and at length late in the day they halted on the brink of a canal to figure out the best way to get across.

As Mr. McPherson was the only member of the party who was the blatant possessor of a pair of hip boots, he volunteered to carry the other two across. Safford made the trip in safety.

Mr. Burleigh, who was the only one of the conspirators who was not a member of the Order of the Bath, turned the key to the lock and went in.

The following letter to general and district passenger agents announcing the birth of a new and stupendous geyser at Lower Geyser Basin, Yellowstone Park, has been received in this city:

At 5 o'clock on the morning of Feb. 19, James King, the winter hotel-keeper at Fountain hotel, situated in Lower Geyser Basin, forty miles south from the town of Mammoth, was awakened by a noise similar to the explosion of a powder magazine. The shock was so severe that during its continuance the dishes and kitchen utensils in the Fountain hotel kept up a constant rattling, although about a half mile distant.

Upon rushing to the window Mr. King beheld the first eruption of a new geyser. The thermometer registered 10 degrees, and the hot water and steam thrown into the air, and cold steamers made most spectacular sight.

The new geyser is about 200 yards south from the well known Fountain geyser, which in 1889 broke forth in a new place and in splendid eruption.

King states that upon its first eruption the new geyser played for an hour and a half, sending a stream of hot water five feet in diameter to a height of 500 feet. It is regarded as the greatest geyser in the entire park. Mr. King is taking steps to have the new geyser photographed, and will advertise it extensively in the East, so as to induce prospective delegates to the national convention of the Epworth League, which is to be held in San Francisco next summer, to come via the northwest route and see the great geyser.

IRONY OF FATE.

A Chapter from the Life of General Passenger Agent Ruggles.

There was a little knot of railroad men congregated at the "club," which is another name for the local agency of the Rock Island, this morning, to discuss the daily topics as is their wont.

After a few minutes' conversation, which had been duly discussed one bright freight man sprung the question of the "irony of fate" and went on to illustrate his point at the expense of General Passenger Agent Ruggles, who is well known to local men, as follows:

"It is not generally known that Mr. O. W. Ruggles, the general passenger agent of the Michigan Central railway, is a man whose ambition in life was ruthlessly blasted by the slumbers of adverse fate, but so it is."

Many years ago he was working in a subordinate position in the ticket office at Michigan City. He swept those floors with the spirit of Sir Joseph Porter, K. C. B., and was happy in the consciousness of a daily task well done.

There is no reason to suppose that the standard of precision, his as their standard of precision, but his was a big yellow railroad car. He often said to the ticket agent that it was his ambition in life to be general passenger agent of the yellow cars, and he kept that sweetest prospect ever before him in all that he did.

"Time passed, as time has a way of doing, and step by step the young man moved forward to his goal. He became general passenger agent and a few months after his appointment the president of the road gave orders that the cars were to be painted olive green."

SOUTHERN PACIFIC.

Some Important Changes in Few Days of Directors Expected in a Few Days.

New York, March 7.—The Commercial Advertiser today has the following to say in regard to the expected changes in the board of directors of the Southern Pacific railroad within the next few days.

When the board meets to fill the vacancy caused by the death of John D. Fry, it is likely that other vacancies will be created by resignations in order to make places for Union Pacific representatives. It is expected that E. H. Harriman, who is chairman of the Union Pacific board, will have an influence in reorganizing the Southern Pacific board.

President Chas. M. Hays has been asked by the new owners of the Southern Pacific to remain as president and head of the system and there is no expectation of any material change in the executive staff of the road. Considerable guessing has been done regarding the probable successor of H. E. O'Connell, but nothing definite has been known at this point.

There is a special significance in the control of the Pacific Mail Steamship company. Soon after Collis E. Huntington undertook to make E. H. Harriman president of the Pacific Mail company. In order to prevent this the Steyer and Huntington interests then in control of the Southern Pacific system, induced Southern Pacific directors to buy the control of the steamship company outright. Now that both companies are controlled by the Harriman syndicate the question arises whether Mr. Gould's plan of making Mr. Harriman president will be carried out.

NO CHANCE AT THE SHORT LINE.

J. N. Munroe States that there Will be No Appointments Made.

JOHN A. REEVES IN CHARGE.

The Assistant General Freight Agent Will Attend to All Freight Business as Heretofore.

There will be no change in the freight department of the Oregon Short Line for the present. Shippers and merchants will as heretofore transact all their freight business with Assistant General Freight Agent J. A. Reeves.

Such is the information which was imparted by J. A. Munroe, freight traffic manager of the Union Pacific, ere he boarded the train for Omaha at 12:30 this afternoon. Mr. Munroe stated that he had thought that everything was running along smoothly at the general offices of the Oregon Short Line.

He said that if there were any change under contemplation, such as the appointment of a traffic manager to take the place of S. W. Eccles, who recently resigned to accept a similar position with the American Smelting and Refining company, or the naming of a general freight agent to take charge of affairs, that it was all news to him.

He stated emphatically that he had heard nothing said in regard to the matter during the meeting, which was held in this city at the early part of this week.

There is a practically unanimous sentiment among the business men of this city that a better selection than Mr. Reeves could not be made to look after their traffic business. He has lived in this city for a number of years, is thoroughly conversant with the idiosyncrasies of some of the shippers and is liked generally in all business circles.

Under the present order of things Mr. Reeves is at all intents and purposes the general freight agent of the Oregon Short Line.

Up to the last minute this morning Mr. Munroe was closeted with Mr. Reeves and D. R. Gray, the local agent of the Southern Pacific, outlining the policy for business and attending to traffic affairs generally.

ORDER OF THE BATH.

John Burleigh installed as he left for New York on Wednesday.

John Burleigh, the newly appointed claim agent for the American Smelting and Refining company, was installed from his position with the Oregon Short Line was installed with due eclat as a member of the Order of the Bath.

The installing party of the conspirators was out at White Lake, and the principals in the function were Messrs. Safford, McPherson and John Burleigh.

As soon as the new claim agent received the news of his appointment in New York he determined to celebrate his first duck hunt ere proceeding to his new position.

He was accompanied by the three employees of the Oregon Short Line named shouldered their guns and hid themselves even until White Lake on the west side of the horizon to the duck. All the afternoon they tramped through the mud without securing a feather and at length late in the day they halted on the brink of a canal to figure out the best way to get across.

As Mr. McPherson was the only member of the party who was the blatant possessor of a pair of hip boots, he volunteered to carry the other two across. Safford made the trip in safety.

Mr. Burleigh, who was the only one of the conspirators who was not a member of the Order of the Bath, turned the key to the lock and went in.

The following letter to general and district passenger agents announcing the birth of a new and stupendous geyser at Lower Geyser Basin, Yellowstone Park, has been received in this city:

At 5 o'clock on the morning of Feb. 19, James King, the winter hotel-keeper at Fountain hotel, situated in Lower Geyser Basin, forty miles south from the town of Mammoth, was awakened by a noise similar to the explosion of a powder magazine. The shock was so severe that during its continuance the dishes and kitchen utensils in the Fountain hotel kept up a constant rattling, although about a half mile distant.

Upon rushing to the window Mr. King beheld the first eruption of a new geyser. The thermometer registered 10 degrees, and the hot water and steam thrown into the air, and cold steamers made most spectacular sight.

The new geyser is about 200 yards south from the well known Fountain geyser, which in 1889 broke forth in a new place and in splendid eruption.

King states that upon its first eruption the new geyser played for an hour and a half, sending a stream of hot water five feet in diameter to a height of 500 feet. It is regarded as the greatest geyser in the entire park. Mr. King is taking steps to have the new geyser photographed, and will advertise it extensively in the East, so as to induce prospective delegates to the national convention of the Epworth League, which is to be held in San Francisco next summer, to come via the northwest route and see the great geyser.

IRONY OF FATE.

A Chapter from the Life of General Passenger Agent Ruggles.

There was a little knot of railroad men congregated at the "club," which is another name for the local agency of the Rock Island, this morning, to discuss the daily topics as is their wont.

After a few minutes' conversation, which had been duly discussed one bright freight man sprung the question of the "irony of fate" and went on to illustrate his point at the expense of General Passenger Agent Ruggles, who is well known to local men, as follows:

"It is not generally known that Mr. O. W. Ruggles, the general passenger agent of the Michigan Central railway, is a man whose ambition in life was ruthlessly blasted by the slumbers of adverse fate, but so it is."

Many years ago he was working in a subordinate position in the ticket office at Michigan City. He swept those floors with the spirit of Sir Joseph Porter, K. C. B., and was happy in the consciousness of a daily task well done.

There is no reason to suppose that the standard of precision, his as their standard of precision, but his was a big yellow railroad car. He often said to the ticket agent that it was his ambition in life to be general passenger agent of the yellow cars, and he kept that sweetest prospect ever before him in all that he did.

"Time passed, as time has a way of doing, and step by step the young man moved forward to his goal. He became general passenger agent and a few months after his appointment the president of the road gave orders that the cars were to be painted olive green."

SOUTHERN PACIFIC.

Some Important Changes in Few Days of Directors Expected in a Few Days.

New York, March 7.—The Commercial Advertiser today has the following to say in regard to the expected changes in the board of directors of the Southern Pacific railroad within the next few days.

When the board meets to fill the vacancy caused by the death of John D. Fry, it is likely that other vacancies will be created by resignations in order to make places for Union Pacific representatives. It is expected that E. H. Harriman, who is chairman of the Union Pacific board, will have an influence in reorganizing the Southern Pacific board.

President Chas. M. Hays has been asked by the new owners of the Southern Pacific to remain as president and head of the system and there is no expectation of any material change in the executive staff of the road. Considerable guessing has been done regarding the probable successor of H. E. O'Connell, but nothing definite has been known at this point.

There is a special significance in the control of the Pacific Mail Steamship company. Soon after Collis E. Huntington undertook to make E. H. Harriman president of the Pacific Mail company. In order to prevent this the Steyer and Huntington interests then in control of the Southern Pacific system, induced Southern Pacific directors to buy the control of the steamship company outright. Now that both companies are controlled by the Harriman syndicate the question arises whether Mr. Gould's plan of making Mr. Harriman president will be carried out.

DESERET EVENING NEWS: FRIDAY, MARCH 8, 1901.

WEATHER REPORT.

Today's record at the local office of the weather bureau. Barometer, 25.23. Current temperature, 33; maximum temperature, 54; minimum temperature, 23; mean temperature, 44, which is 3 degrees above the normal.

Accumulated excess of temperature since the first of the month, 61 degrees. Accumulated excess of temperature since January 1st, 296 degrees.

Precipitation from 6 a. m. to 6 a. m., 26 inch.

Accumulated deficiency of precipitation since first of the month, 18 inch.

Accumulated deficiency of precipitation since January 1st, 48 inch.

FORECASTS TILL 6 P. P. SATURDAY.

Local forecast for Salt Lake City and vicinity.

Fair tonight and Saturday, continued cool tonight; warmer Saturday.

Forecast for Utah, made at San Francisco.

Snow this afternoon, fair tonight and Saturday; colder in southern portion tonight.

WEATHER CONDITIONS.

The storm has moved southeastward, increased in energy and is now centered over the lower Missouri valley.

The crest of an area of high pressure lies along the north Pacific coast. Precipitation has fallen over Washington, Oregon, Idaho, Utah, Arizona, southern New Mexico and eastern South Dakota.

It is likely that other weather conditions will be running along smoothly at the general offices of the Oregon Short Line.

He said that if there were any change under contemplation, such as the appointment of a traffic manager to take the place of S. W. Eccles, who recently resigned to accept a similar position with the American Smelting and Refining company, or the naming of a general freight agent to take charge of affairs, that it was all news to him.

He stated emphatically that he had heard nothing said in regard to the matter during the meeting, which was held in this city at the early part of this week.

There is a practically unanimous sentiment among the business men of this city that a better selection than Mr. Reeves could not be made to look after their traffic business. He has lived in this city for a number of years, is thoroughly conversant with the idiosyncrasies of some of the shippers and is liked generally in all business circles.

Under the present order of things Mr. Reeves is at all intents and purposes the general freight agent of the Oregon Short Line.

Up to the last minute this morning Mr. Munroe was closeted with Mr. Reeves and D. R. Gray, the local agent of the Southern Pacific, outlining the policy for business and attending to traffic affairs generally.

ORDER OF THE BATH.

John Burleigh installed as he left for New York on Wednesday.

John Burleigh, the newly appointed claim agent for the American Smelting and Refining company, was installed from his position with the Oregon Short Line was installed with due eclat as a member of the Order of the Bath.

The installing party of the conspirators was out at White Lake, and the principals in the function were Messrs. Safford, McPherson and John Burleigh.

As soon as the new claim agent received the news of his appointment in New York he determined to celebrate his first duck hunt ere proceeding to his new position.

He was accompanied by the three employees of the Oregon Short Line named shouldered their guns and hid themselves even until White Lake on the west side of the horizon to the duck. All the afternoon they tramped through the mud without securing a feather and at length late in the day they halted on the brink of a canal to figure out the best way to get across.

As Mr. McPherson was the only member of the party who was the blatant possessor of a pair of hip boots, he volunteered to carry the other two across. Safford made the trip in safety.

Mr. Burleigh, who was the only one of the conspirators who was not a member of the Order of the Bath, turned the key to the lock and went in.

The following letter to general and district passenger agents announcing the birth of a new and stupendous geyser at Lower Geyser Basin, Yellowstone Park, has been received in this city:

At 5 o'clock on the morning of Feb. 19, James King, the winter hotel-keeper at Fountain hotel, situated in Lower Geyser Basin, forty miles south from the town of Mammoth, was awakened by a noise similar to the explosion of a powder magazine. The shock was so severe that during its continuance the dishes and kitchen utensils in the Fountain hotel kept up a constant rattling, although about a half mile distant.

Upon rushing to the window Mr. King beheld the first eruption of a new geyser. The thermometer registered 10 degrees, and the hot water and steam thrown into the air, and cold steamers made most spectacular sight.

The new geyser is about 200 yards south from the well known Fountain geyser, which in 1889 broke forth in a new place and in splendid eruption.

King states that upon its first eruption the new geyser played for an hour and a half, sending a stream of hot water five feet in diameter to a height of 500 feet. It is regarded as the greatest geyser in the entire park. Mr. King is taking steps to have the new geyser photographed, and will advertise it extensively in the East, so as to induce prospective delegates to the national convention of the Epworth League, which is to be held in San Francisco next summer, to come via the northwest route and see the great geyser.

IRONY OF FATE.

A Chapter from the Life of General Passenger Agent Ruggles.

There was a little knot of railroad men congregated at the "club," which is another name for the local agency of the Rock Island, this morning, to discuss the daily topics as is their wont.

After a few minutes' conversation, which had been duly discussed one bright freight man sprung the question of the "irony of fate" and went on to illustrate his point at the expense of General Passenger Agent Ruggles, who is well known to local men, as follows:

"It is not generally known that Mr. O. W. Ruggles, the general passenger agent of the Michigan Central railway, is a man whose ambition in life was ruthlessly blasted by the slumbers of adverse fate, but so it is."

Many years ago he was working in a subordinate position in the ticket office at Michigan City. He swept those floors with the spirit of Sir Joseph Porter, K. C. B., and was happy in the consciousness of a daily task well done.

There is no reason to suppose that the standard of precision, his as their standard of precision, but his was a big yellow railroad car. He often said to the ticket agent that it was his ambition in life to be general passenger agent of the yellow cars, and he kept that sweetest prospect ever before him in all that he did.

"Time passed, as time has a way of doing, and step by step the young man moved forward to his goal. He became general passenger agent and a few months after his appointment the president of the road gave orders that the cars were to be painted olive green."

SOUTHERN PACIFIC.

Some Important Changes in Few Days of Directors Expected in a Few Days.

New York, March 7.—The Commercial Advertiser today has the following to say in regard to the expected changes in the board of directors of the Southern Pacific railroad within the next few days.

When the board meets to fill the vacancy caused by the death of John D. Fry, it is likely that other vacancies will be created by resignations in order to make places for Union Pacific representatives. It is expected that E. H. Harriman, who is chairman of the Union Pacific board, will have an influence in reorganizing the Southern Pacific board.

President Chas. M. Hays has been asked by the new owners of the Southern Pacific to remain as president and head of the system and there is no expectation of any material change in the executive staff of the road. Considerable guessing has been done regarding the probable successor of H. E. O'Connell, but nothing definite has been known at this point.

DESERET EVENING NEWS: FRIDAY, MARCH 8, 1901.

WEATHER REPORT.

Today's record at the local office of the weather bureau. Barometer, 25.23. Current temperature, 33; maximum temperature, 54; minimum temperature, 23; mean temperature, 44, which is 3 degrees above the normal.

Accumulated excess of temperature since the first of the month, 61 degrees. Accumulated excess of temperature since January 1st, 296 degrees.

Precipitation from 6 a. m. to 6 a. m., 26 inch.

Accumulated deficiency of precipitation since first of the month, 18 inch.

Accumulated deficiency of precipitation since January 1st, 48 inch.

FORECASTS TILL 6 P. P. SATURDAY.

Local forecast for Salt Lake City and vicinity.

Fair tonight and Saturday, continued cool tonight; warmer Saturday.

Forecast for Utah, made at San Francisco.

Snow this afternoon, fair tonight and Saturday; colder in southern portion tonight.

WEATHER CONDITIONS.

The storm has moved southeastward, increased in energy and is now centered over the lower Missouri valley.

The crest of an area of high pressure lies along the north Pacific coast. Precipitation has fallen over Washington, Oregon, Idaho, Utah, Arizona, southern New Mexico and eastern South Dakota.

It is likely that other weather conditions will be running along smoothly at the general offices of the Oregon Short Line.

He said that if there were any change under contemplation, such as the appointment of a traffic manager to take the place of S. W. Eccles, who recently resigned to accept a similar position with the American Smelting and Refining company, or the naming of a general freight agent to take charge of affairs, that it was all news to him.

He stated emphatically that he had heard nothing said in regard to the matter during the meeting, which was held in this city at the early part of this week.

There is a practically unanimous sentiment among the business men of this city that a better selection than Mr. Reeves could not be made to look after their traffic business. He has lived in this city for a number of years, is thoroughly conversant with the idiosyncrasies of some of the shippers and is liked generally in all business circles.

Under the present order of things Mr. Reeves is at all intents and purposes the general freight agent of the Oregon Short Line.

Up to the last minute this morning Mr. Munroe was closeted with Mr. Reeves and D. R. Gray, the local agent of the Southern Pacific, outlining the policy for business and attending to traffic affairs generally.

ORDER OF THE BATH.

John Burleigh installed as he left for New York on Wednesday.

John Burleigh, the newly appointed claim agent for the American Smelting and Refining company, was installed from his position with the Oregon Short Line was installed with due eclat as a member of the Order of the Bath.

The installing party of the conspirators was out at White Lake, and the principals in the function were Messrs. Safford, McPherson and John Burleigh.

As soon as the new claim agent received the news of his appointment in New York he determined to celebrate his first duck hunt ere proceeding to his new position.

He was accompanied by the three employees of the Oregon Short Line named shouldered their guns and hid themselves even until White Lake on the west side of the horizon to the duck. All the afternoon they tramped through the mud without securing a feather and at length late in the day they halted on the brink of a canal to figure out the best way to get across.

As Mr. McPherson was the only member of the party who was the blatant possessor of a pair of hip boots, he volunteered to carry the other two across. Safford made the trip in safety.

Mr. Burleigh, who was the only one of the conspirators who was not a member of the Order of the Bath, turned the key to the lock and went in.

The following letter to general and district passenger agents announcing the birth of a new and stupendous geyser at Lower Geyser Basin, Yellowstone Park, has been received in this city:

At 5 o'clock on the morning of Feb. 19, James King, the winter hotel-keeper at Fountain hotel, situated in Lower Geyser Basin, forty miles south from the town of Mammoth, was awakened by a noise similar to the explosion of a powder magazine. The shock was so severe that during its continuance the dishes and kitchen utensils in the Fountain hotel kept up a constant rattling, although about a half mile distant.

Upon rushing to the window Mr. King beheld the first eruption of a new geyser. The thermometer registered 10 degrees, and the hot water and steam thrown into the air, and cold steamers made most spectacular sight.

The new geyser is about 200 yards south from the well known Fountain geyser, which in 1889 broke forth in a new place and in splendid eruption.

King states that upon its first eruption the new geyser played for an hour and a half, sending a stream of hot water five feet in diameter to a height of 500 feet. It is regarded as the greatest geyser in the entire park. Mr. King is taking steps to have the new geyser photographed, and will advertise it extensively in the East, so as to induce prospective delegates to the national convention of the Epworth League, which is to be held in San Francisco next summer, to come via the northwest route and see the great geyser.

IRONY OF FATE.

A Chapter from the Life of General Passenger Agent Ruggles.

There was a little knot of railroad men congregated at the "club," which is another name for the local agency of the Rock Island, this morning, to discuss the daily topics as is their wont.

After a few minutes' conversation, which had been duly discussed one bright freight man sprung the question of the "irony of fate" and went on to illustrate his point at the expense of General Passenger Agent Ruggles, who is well known to local men, as follows:

"It is not generally known that Mr. O. W. Ruggles, the general passenger agent of the Michigan Central railway, is a man whose ambition in life was ruthlessly blasted by the slumbers of adverse fate, but so it is."

Many years ago he was working in a subordinate position in the ticket office at Michigan City. He swept those floors with the spirit of Sir Joseph Porter, K. C. B., and was happy in the consciousness of a daily task well done.

There is no reason to suppose that the standard of precision, his as their standard of precision, but his was a big yellow railroad car. He often said to the ticket agent that it was his ambition in life to be general passenger agent of the yellow cars, and he kept that sweetest prospect ever before him in all that he did.

"Time passed, as time has a way of doing, and step by step the young man moved forward to his goal. He became general passenger agent and a few months after his appointment the president of the road gave orders that the cars were to be painted olive green."