

The Salt Lake Tribune.

SUCCESS, TRIUMPH, VICTORY.
These are the three words written all over history. "Everybody loves a winner." Nobody knows the failures, the men who have lost. After all, the difference, at the crisis, is but a little. "It's but a step from the sublime to the ridiculous." The man who is struggling along almost making it go, needs only a little more to gain a handsome profit. Advertising is the key—better, more, advertise in THE TRIBUNE TO WIN.

COMMERCIAL TRAVELERS
HOW THE PULSE
the business world. They are, as a keen observer, hence, when a man or so each unknown to the other, it is out as his individual judgment. Salt Lake is commercially the best in his territory, one is liable to be it, and the same time look for the AMERICAN TRAVELERS. Being permits are today almost double the September permits of 1908.

OL. LXXIX, NO. 160.

WEATHER TODAY—Showers; cooler.

SALT LAKE CITY, UTAH, TUESDAY MORNING, SEPTEMBER 21, 1909.

14 PAGES—FIVE CENTS

CHIEF EXECUTIVE MINNESOTA DEAD

Governor John A. Johnson
Passes Away After Brave
Fight for Life.

LE-MADE MAN WHO
WAS WIDELY KNOWN

Fire State Is in Mourning
Over the Loss of Splendid
Citizen.

ROCHESTER, Minn., Sept. 21 (Tuesday).—Governor John A. Johnson, three times elected governor of Minnesota, died last fall for the Democratic nomination for president of the United States, and looked upon by many as the public Democratic standard bearer in 1912, died at St. Mary's hospital here at 3:25 o'clock this morning, following an operation last Wednesday.

Governor Johnson's life hung conically in the balance, until the end. So frequently did his condition change alternately for better and then worse, that his physicians, ever hopeful, but none too optimistic, were to say at no time since the operation was performed that the governor was more than an even chance for his life. At his bedside when the end came were Mrs. Johnson, Miss Margaret Bliven, her friend, Mrs. W. J. and Charles H. Mayo, the governor's private secretary; Fred H. Lynch, Democratic national committeeman and the Misses Marie and Schiller, the governor's daughters.

Dr. W. J. Mayo stated that there were no traces of blood-poisoning and at the immediate cause of death was heart failure.

End Not Unexpected.
It being the fifth day after the operation, the case when the crisis came was in a case of this kind, unusual apprehension was felt by the physicians.

Dr. Charles H. Mayo coming from the governor's room at 1:30 o'clock yesterday afternoon, said that his patient's wonderful resistance indicated an almost total abstinence from dissipation of any form.

"His vitality is almost that of a child," said the doctor, "and this has been the greatest factor in prolonging his existence."
Considerable encouragement was felt yesterday morning when the governor took chicken broth and was able to retain it. This he had been able to do previously.

Mrs. Johnson Collapses.
When the governor had breathed his last, Mrs. Johnson, who had been in great distress, collapsed, and was taken to the Sullivan home.

Governor Johnson was in a lethargic state during the greater part of the day, but occasionally was aroused, especially after coughing, and would then utter a few words to Mrs. Johnson, times he seemed to wish that the night might come, for on one occasion said:

"My time drags slowly. I am uncomfortable."
The governor lapsed into unconsciousness at 1 o'clock. Toward the end he revived and raised himself several times to pat his wife on the cheeks. His last words were:

"Well, now, I guess I'm going; we've made a brave fight."

MURDERS WOMAN AND
THEN COMMITS SUICIDE

KANSAS CITY, Mo., Sept. 20.—William Stoll, a real estate dealer of this city, shot and killed Mrs. Stoll at her home and then, running to his own home, four blocks away, told the police that he had done so.

Former Mayor Convicted.
PHILADELPHIA, Sept. 20.—Abram C. Bock, the mayor of Philadelphia, Pa., who was elected to the office in 1907, was convicted today of having received a bribe of \$45,000 to blow up the property of the Norfolk & Western railroad, was sentenced by a jury in the United States court here today of using the mail to attempt blackmail. Sentence was deferred.

TWO STATES GIVE WELCOME TO TAFT

Des Moines, Iowa, and Omaha,
Neb., People Listen to
Addresses.

CHANGES IN IMPORTANT
LAWS ARE DWELT UPON

Incipient Blaze Occurs in the
Kitchen of the President's
Private Car.

OMAHA, Sept. 20.—The special train carrying President Taft and party arrived here at 4:25, five minutes ahead of schedule.

LINCOLN, Neb., Sept. 20.—Although he will not meet President Taft, Governor Shallenberger today sent the following telegram to the president:

"President William H. Taft, Omaha: On behalf of the people of Nebraska, I extend to you a hearty welcome to our state. Wish you a safe and pleasant journey on your trip."

"ASHTON C. SHALLENBERGER."
DES MOINES, Sept. 20.—An incipient blaze in the kitchen of the Mayflower, President Taft's private car, shortly after 1 o'clock this morning, caused commotion among those on the car who were aware of the blaze. The attendants quickly extinguished the flames and practically no damage beyond the scorching of the woodwork. The cause of the blaze is a mystery. The president did not awaken.

ENTHUSIASTIC WELCOME
IS EXTENDED AT OMAHA

OMAHA, Neb., Sept. 20.—President Taft, leaving the insurgent states of Minnesota and Iowa behind him, stopped in Omaha for the afternoon and evening on his way to the Pacific coast.

The president found Omaha in the midst of a street car strike. To avoid the possibility of trouble, Mayor Dahlman ordered all attempts to run cars during the president's stay called off. The strike did not prevent the gathering of a great crowd in the downtown districts, and there were times when the president's automobile had difficulty in making its way through the cheering throng.

The president was taken for an hour's ride through the streets and parks. He passed nearly every school building in Omaha and received a joyous greeting from the children, who stood in front waving flags and cheering their loud-est.

Guest of Knights.
Tonight the president was a guest of the Knights of the Ku Klux Klan at a quiet dinner at the Omaha club and afterward was taken to the "den" of the organization, where he witnessed one of the famous initiation festivals.

Afterwards he made a brief address, in which he expressed his gratification for the greeting he had received and his enjoyment of the entertainment arranged in his honor.

At Des Moines today the president delivered the second of the important addresses of his trip. He addressed himself to the interstate commerce and anti-trust laws and detailed at length the recommendations for amendments to the statutes that he will make to congress in his message of December next.

At Denver tomorrow night Mr. Taft will discuss the conservation of natural resources.

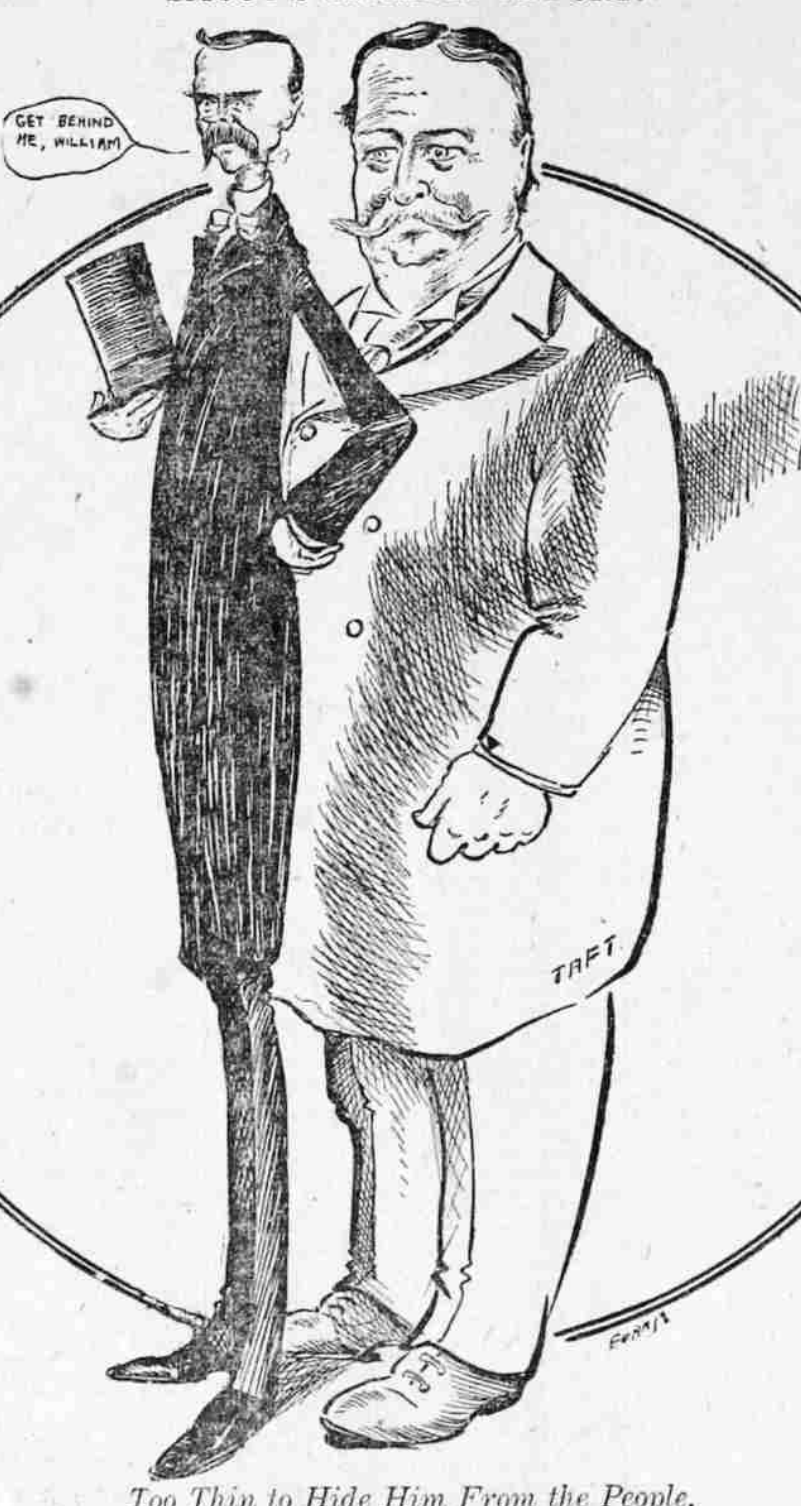
FOUR HOURS ARE SPENT BY
PRESIDENT IN DES MOINES

DES MOINES, Ia., Sept. 20.—President Taft spent a little more than four hours in Des Moines today, and during that time breakfasted with United States Senator Cummins, one of the insurgent leaders in congress, reviewed an imposing parade of nearly 5,000 federal troops engaged in a military tour-nament here, and made an open air address to an immense crowd gathered from all the surrounding country, in which he discussed in detail the changes in the interstate commerce and anti-trust laws.

The president announced that he would urge the establishment of an interstate commerce court of five members to consider appeals from rates set by the interstate commerce commission.

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SMOOT'S ANXIOUS EFFORT.



Too Thin to Hide Him From the People.

Three American Mayoralty Candidates



JOHN S. BRANSFORD.

Mayor John S. Bransford was not well known to Salt Lake until after he had been elected by the council to fill the vacancy caused by the resignation of Mayor Ezra Thompson during the summer of 1907. He had been a citizen of Salt Lake since the nineties and a successful man of affairs.

He was nominated to succeed himself in 1907 and was elected, along with the American ticket, by a majority of more than 5,000, and this popular vote carried him back into office with a tremendous prestige.

Mayor Bransford first voted the American ticket in 1905. He had not identified himself actively with the party until chosen mayor.

His administration has been successful in practically every particular, although at times there has been conflict with many members of the party, who criticized the mayor because of some of his appointments, or because men objectionable to the party organization were retained in office.

In these conflicts, however, the mayor has been sustained by the so-called conservatives, and he has defended his position on the grounds that a man should not be removed except for cause.

Mayor Bransford did not yield to pressure to stand as a candidate for re-nomination until urged to do so by many of the strong men of the party and by business men who have not been known as party men. He preferred to retire with the record he has made. However, his personal will was overcome and he is now the center of one of the most active campaigns for re-nomination ever witnessed in the city.

Practically all of the department officials have joined in the work for Bransford's re-nomination, and his work is largely centered in an effort to beat down the organization which the Lippman forces have built up during the past three months.



JOSEPH LIPPMAN.

Few men in Salt Lake are better known than Joseph Lippman, one of the most active candidates for the mayoralty nomination. He has been a citizen of Salt Lake for nearly a quarter of a century and was active in the old Liberal days, though a very young man, and was one time recorder of Salt Lake county.

Mr. Lippman probably came first into general prominence in Utah as one of the active organizers of Thomas Kearns's campaign for the United States senate, and he then demonstrated his ability as a successful campaigner.

Shortly after Mr. Kearns took up his senatorial duties at Washington, he persuaded the president to appoint Mr. Lippman United States attorney for the district of Utah, which place he held for four years. He was also general manager of The Tribune for more than a year, and as such helped to direct the American party campaign of 1904 and 1906. It was during Mr. Lippman's incumbency of the district attorney's office that the American party was organized, and this probably led to his official retirement when the Smoot forces took in the saddle and began to build up the federal machine.

From the date of the organization of the insurgent party, Mr. Lippman has been a leading factor in every campaign. Being a very earnest campaigner, he has expressed his political opinions in vigorous and telling style in every part of this city and county, and he has been in general demand as a public speaker.

Mr. Lippman is the special idol of the insurgent party, the party workers, and his championship of the interests of friends and his antagonism of men and measures which he held to be inimical to the party's interests have made him many strong friends, and likewise bitter foes.

Mr. Lippman's candidacy is strenuously opposed by the Bransford forces and supported by those who criticize the mayor for holding to policies in conflict with those advocated by the insurgent members of the party organization.



HENRY G. McMILLAN.

"There is no man in Utah who is more deserving of recognition by the American party than is Henry G. McMillan."

This declaration by a staunch friend puts the candidacy of Mr. McMillan square up to the party's supporters in Salt Lake. And there are few persons who are familiar with local history who will dispute the claim.

Mr. McMillan is one of the pioneers of Americanism in Utah. He was a stalwart in the Liberal days, and he was one of the handful of men who first met to organize the American party. He has accepted the appointment as chairman of the board of public works, and he has been in the administration, and has served the city with courage, ability and fidelity. He incurred the displeasure of Engineer Robert Smith in the term because he believed the board of public works was organized to safeguard the public and not to act as convenient tools of the engineer. And by devoting practically all of his time to his duties, and with the intelligent assistance of his associates, he has saved the city many thousands of dollars that a less resolute or less honest man might have been unable to do.

Henry G. McMillan is one of the best informed men on municipal affairs in Salt Lake. He is painstaking and practical. In the discharge of his duties he has treated friends and foes alike. And there is no man in all his years who can lay a finger on an act of Henry McMillan that has the suspicion of dishonesty. No man stands higher in the esteem of business and professional men than does he. He is a director in Walker Brothers bank and holds offices in several other important institutions.

For many years H. G. McMillan has been associated with leading business interests of Salt Lake. He is a director in Walker Brothers bank and holds offices in several other important institutions.

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COOK AT GATEWAY OF HIS HOME CITY

Explorer's Steamer Is Now An-
chored at South of Fire
Island.

GREAT RECEPTION IS
PLANNED FOR TODAY

Thousands Will Welcome Dis-
coverer of the Pole This
Morning.

NEW YORK, Sept. 20.—The steamer Oscar II did not proceed to Sandy Hook, but anchored south of Fire Island at 3:20 o'clock.

SYDNEY, N. S., Sept. 20.—Commander Peary will make his entry into Sydney tomorrow. The Arctic ship Roosevelt anchored off St. Paul's island today when the explorer found he could not reach the port before nightfall. This is about sixty-five miles north of Sydney. Mrs. Peary and her children undoubtedly met the commander to-night, having sailed north on the steam yacht Sheelah.

NEW YORK, Sept. 20.—The first of America's two claimants of premier north pole honors was at the gateway of his home port this evening. The Scandinavian-American steamer Oscar II, with Dr. Frederick A. Cook aboard, anchored south of Fire Island at 3:20 o'clock, and the friends of the Brooklyn explorer are putting the finishing touches to the big demonstration with which they intend to show tomorrow their faith in his assertion that he was the first man at the "top of the earth."

There was a flurry among the members of the Arctic club and the Bushwick club of Brooklyn this morning when word came that the Oscar II was only sixty-five miles east of Fire Island.

Cinching Programme.
Although the reception committees had received assurances last night that the steamer would be delayed so as not to interfere with their plans, and although a wireless message from Dr. Cook himself at 12:30 a. m. declared that he would meet them at 8:30 tomorrow morning, telephones and wireless apparatus were at once put in operation to make certain that there might be no change in the original arrangements.

The local office of the Scandinavian-American line notified the captain of the Oscar II that he should not attempt to dock today, and he replied by wireless that he would anchor off Sandy Hook and spend the night there, starting up the harbor at daylight.

The United States revenue cutter will leave its dock at 6:30 a. m. tomorrow and meet the steamer at Quarantine in time to complete the examination of Dr. Cook and leave him free to join his friends at that point, at 8:30.

Great Welcome Planned.
On account of the large number of persons who will participate in the "coming to the top of the world" on this side of the Atlantic, it would have been impossible to carry out any of the original programme had he landed today.

Nearly 2,000 tickets have been sold for the steamer Grand Republic, which the committee from the Arctic club will go down the bay tomorrow. Slightly in advance of the steamer will go a tug bearing Mrs. Cook and her children and the explorer's two brothers, with two or three members of the committee.

The plan is to take Dr. Cook from the liner aboard this tug, thus enabling him to spend the first few minutes following his arrival at Quarantine with his family. Then the tug will go along side the Grand Republic and the explorer will be taken on board for the last stage of the trip to American soil.

The neighbors of Dr. Cook in Brooklyn were equally concerned when they heard that there was danger of his arrival ahead of schedule time. At the Bushwick club, a neighborhood where the physician used to go, they had planned a rousing procession through the streets of Brooklyn, the explorer will reach the clubhouse, where there will be a reception and a luncheon.

GOOD TO BE AMERICAN,
SAYS EXPLORER COOK

NEW YORK, Sept. 20.—"It's good to be an American; it seems that I have been gone ten years."

Gazing toward the lights of New York, after an absence since July 4, 1907, these were the first sentiments expressed tonight by Dr. Frederick A. Cook of Brooklyn as he paced the deck of the steamer Oscar II, waiting for daylight and his actual return to his native land.

Dr. Cook was virtually at home to-night, for the Oscar II anchored off Fire Island. The ship marked time in it, so there might be no hitch in the homecoming of the explorer.

Though sixty miles from the city proper, the Oscar II was in easy wireless communication with New York and was almost constantly and by sunset approached he watched the brilliant panorama and conversed with newspaper men with a brief hail in reply to their greetings through a megaphone.

"I feel anxious to get ashore," he said, "but I dread the ordeal of landing tomorrow. I would much prefer landing quietly without a repetition of the scenes at Copenhagen. I hope that I shall be left in peace with my family by tomorrow night at least."

Papers on Board.
Some New York papers were brought on board this evening containing long reports concerning Commander Peary's achievement. Dr. Cook read them carefully, then said:

Continued on Page Ten.

NOW IN READINESS FOR BIG HEARING

Interstate Commerce Commis-
sion to Begin Its Sitting in
Salt Lake Wednesday.

HIGH UP RAILROAD MEN
ARE UPON THE GROUND

Commissioner Babcock Says It
Is Most Important Hear-
ing Yet Held.

The interstate commerce commission will hold a session in the federal courtroom in the postoffice building, beginning at 10 o'clock Wednesday morning, to hear the complaint of the Salt Lake traffic bureau that unreasonable rates are being charged by the railroads to all Utah and intermountain points. It is predicted by S. H. Babcock, in charge of the case for Salt Lake, that the hearing will be one of the most important ever brought before the interstate commerce commission. While the authorities for the various railroads doing business in Utah and neighboring states will not commit themselves, it is understood, because of the charges and proposals they have made to fight the case, that the same view concerning the importance of the case is held by the railroads.

The various roads will be represented by an array of legal and operating talent seldom seen in Salt Lake at any one time. Not only are the railroads actually operating lines in Utah sending some of their best men, but other roads whose lines are many hundred miles from this territory also have men here to protect their interests.

Railroads Represented.
Practically all the roads running out of Chicago, Omaha, Kansas City, St. Paul, Minneapolis, St. Louis, Galveston, and many other points over whose lines move goods either to or from Utah and the intermountain west, are as deeply concerned in the coming case as the lines ending in or passing through this territory.

Various points in the intermountain west, such as Ogden or Provo in Utah, and other points in nearby states, contend that the charges from the Mississippi river and Chicago, not to mention other eastern points where traffic originates for the west, are too high not only in themselves, but in comparison with charges to other cities no better situated. Freight from Chicago to Ogden coming over the Burlington and the Deaver & Rio Grande pays a certain proportion of charges to each road. If the freight rate from Chicago to Ogden is changed it affects the Burlington as much as it does the Deaver & Rio Grande, hence the interest of the Burlington in the present case. Many other roads are affected in practically the same way, although their lines do not reach west of the Missouri river.

Details of the complaint to be made to the commission could not be obtained Monday from the Salt Lake traffic bureau nor could any hint be obtained from the railroads as to the line of their defense. Although it was announced by S. H. Babcock for the traffic bureau that he and Charles C. Day of Salt Lake would alone present the plaintiff's side of the case to the commission, no full list of those for the defense could be obtained from the railroad side.

Big Delegation Here.

A large number of railroad attorneys and officials are in Salt Lake, presumably because of the coming case. Among them are C. C. Burlingame, assistant to the first vice president of the Chicago, Burlington & Quincy; General Attorney Hale Holden and Attorney Edwin Spencer, both of the "Q." Traffic Manager J. G. Woodworth of the Northern Pacific; Assistant Traffic Manager W. P. Kennedy of the Great Northern; A. J. Donnelly of the Northern Pacific; General Passenger and Ticket Agent S. K. Hooper of the Deaver & Rio Grande; Attorney James C. Jeffery of the road at Chicago; Judge F. C. Dillard, interstate commerce attorney of the Harriman lines at Chicago; General Solicitor N. H. Loomis of the Union Pacific at Omaha; General Traffic Manager J. A. Munroe of the Union Pacific at Omaha; H. A. Jones, freight traffic manager of the Southern Pacific at San Francisco; General Freight Agent G. W. Luce of the Southern Pacific at Portland; Traffic Manager Charles S. Fee of the Southern Pacific at Portland.

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GOVERNOR JOHN A. JOHNSON OF MINNESOTA.