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DESERET EVENING NEWS.

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TRUTH AND LIBERTY.

SATURDAY, APRIL 25, 1903. SALT LAKE CITY, UTAH.

FIFTY-THIRD YEAR.

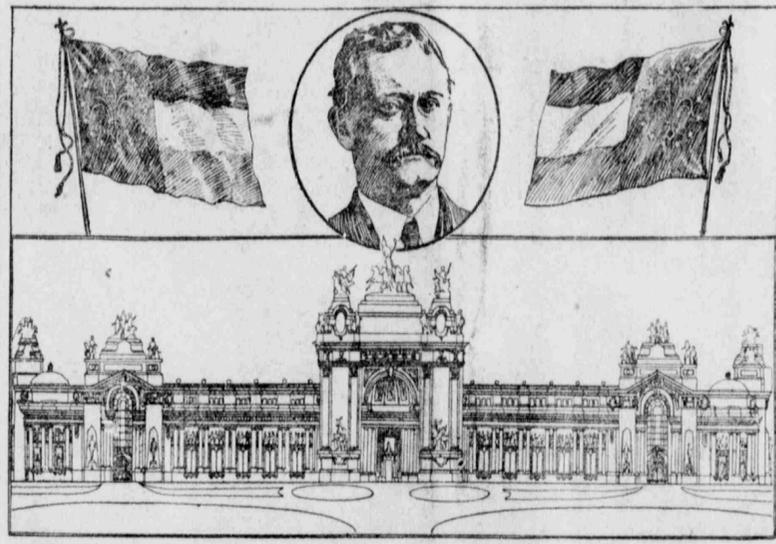
PART TWO.

The Dedication of the Louisiana Purchase Exposition; A President and an Ex-President to Deliver Addresses

LL roads lead to St. Louis just now, for in that city on April 20 and May 1 and 2 the grounds and buildings of the Louisiana Purchase exposition will be formally dedicated. Speeches will be made by President Roosevelt and ex-President Cleveland, but they will not be the only distinguished men present. Among others will be Admiral Dewey, Generals Miles and Corbin, justices of the supreme court of the United States, members of the foreign diplomatic corps, members of both branches of congress, the governors of most of the states of the Union and United States regular troops, including infantry, artillery and cavalry, to say nothing of numerous regiments of state troops from all parts of the country. Among the church dignitaries there will be Cardinal Gibbons, Bishop E. J. Hendrix and Bishop Henry C. Potter.

Altogether the dedicatory pageant will be one of the most imposing ever seen in the United States. While the formalities will extend over a period of three days, the day of days, when the eyes of the entire country will be turned St. Louisward, is April 30. On that day, which is the centennial anniversary of the signing of the Louisiana Purchase treaty, the festivities will begin. That St. Louis has strained every nerve to do herself proud may be accepted as a foregone conclusion, and the programme of the exercises affords the best sort of earnest of the treat in store for the guests of the "exposition city of 1904."

The celebration will be opened at 10 a. m. April 30, when the freedom of St. Louis will be tendered the president of



PRESIDENT FRANCIS, THE EXPOSITION FLAG AND THE LIBERAL ARTS BUILDING.

the exposition grounds, where the body will be reviewed by the governors of the states. In the afternoon there will be the usual ceremonies in the Liberal Arts building, with an address of welcome by Governor Dockery of Missouri and a response on behalf of the chief executives of the various states by Governor Odell of New York. Immediately upon the conclusion of the exercises in the building there will be one of the most elaborate displays of day fireworks ever given, while the governors of the various states will proceed to the sites selected for their buildings, where ceremonies will be laid.

enough to entitle it to distinction. The "star" piece of the occasion will be the salute of the nations to the stars and stripes. This will employ seven mammoth gas balloons containing over 100,000 cubic feet of gas, lifting into the air huge frameworks, from which pyrotechnical devices will be ignited thousands of feet above the earth. These balloons will be anchored 2,500 feet from the ground and will be placed 1,000 feet apart. The immense magnesium flambau will illuminate the country for miles around.

Those beautiful illuminations will connect with a quick match igniting the work suspended from the frames attached to the balloons, and from the central balloon the stars and stripes will unfurl in absolute lines of fire 400 feet long by 200 feet wide. A salute of twenty-one guns will then be fired from the balloons, and the six other balloons, carrying flags representing six nations, will unfurl their flags 300 feet long by 150 feet wide. At the same time will arise from the earth 100 smaller balloons firing the national salute and representing the nations of the world. Another marvelous number will be the firing of 1,000 immense shells.

These shells will be fired simultaneously by electricity. This will be the first attempt ever made to fire such a number of shells. Heretofore 100 has been the greatest number fired simultaneously.

Another marvelous feature will be an illustration of the Festival des Nations, a cascade and fountain, being 100 feet in height by 1,000 feet in length. One of the most gigantic set pieces devised ever conceived. Rockets, shells, bombs, etc., are fired in salvos, flights and volleys of 100 to 1,000, and there will be a rain of fire some fifty feet in height and over 1,000 feet in length.

In the arrangements for the ceremonies incidental to the dedication of the grounds and buildings of the Louisiana Purchase exposition the ladies have not been forgotten. The board of lady managers is to come first in the pageant, as the ladies are usually first in everything. Each day on the way to the reviewing stand they will be in advance of the procession with a military escort. They will be accompanied by the wives of the members of the diplomatic corps, of the members of the supreme court of the United States, of the members of the cabinet, of the members of the joint committee of congress, of the admiral of the navy, of the lieutenant general of the army, of the grand marshal, of the governors of the states, of the officiating clergymen and of the members of the national commission.

It is the proud boast of St. Louisians that the coming celebration will be the most noteworthy of its kind ever held in this country, and they further declare, with a pardonable show of hospitable self esteem, that it will eclipse everything of the sort with regard to the completeness of the arrangements made for the entertainment of the thousands of guests who will be present to give next year's exposition a joyous send off. Unless all signs fail, there is a reasonable certainty that these claims will be more than lived up to, for the entire city is ablaze with enthusiasm and filled with the determination to so treat its guests that the event will ever afterward be among their most pleasant memories. Certainly if a liberal expenditure of money and united effort on the part of the citizens at large, to say nothing of the gentlemen and ladies in charge, can make the celebration notable it may be regarded as being as good as done already.

ARNOLD M. MATTHEWSON.

HILL'S MIGHTY STRUGGLE.

The Commerce of the Pacific and the Rivalry of the Railroads to Secure It—Transcontinental Railways An Iridescent Dream—The Great Northern Merger—Building of Largest Ocean Freight Carriers by Hill—The United States to Control the Pacific—The Effect of Panama Canal on Pacific Commerce.

Special Correspondence, Washington, D. C., April 20.—The recent launching of the largest freight carrying steamship in the world from a New England yard, for the carrying trade of the orient, under the American flag, is an event of far-reaching significance. It will be remembered that only a few months ago in a published interview, James J. Hill, that seer of the railroad and freight carrying development of Western America, declared in a published interview that the old struggle engaged in by so many financiers from the time of Henry Villard and Jay Cooke to that of the Harriman syndicate for a transcontinental railroad from ocean to ocean "was an iridescent dream."

What was the result of the thought expressed in that interview? It became evident very soon.

In a few weeks thereafter the freight carrying vessels of the Great Northern Steamship company, which had been organized to carry the through freight of the Great Northern and the Northern Pacific railroads from Duluth to Buffalo, on the Great Lakes, had passed from under the control of Mr. Hill and had been taken over by the Eastern note, carrying boats, namely the Delaware and Lackawanna, the Lehigh Valley, and their allied interests. Behind this transfer there was, of course, an adequate reason, as there is behind all such movements in the carrying trade of the world.

When Hill and his friends purchased the Burlington system in order to get the Chicago, he naturally supposed that he would get a fair share of the business of the trunk lines from Buffalo to Chicago, and other Eastern points, for through shipment to the Pacific coast. He was soon disappointed in this, and upon investigation of the route, it was plainly told that these eastern lines, namely the Nickel Plate, Lake Shore, Michigan Central, and others, mainly controlled by the Vanderbilts, did not propose to patronize a carrier who was injuring their business by carrying freight on the lakes at cheap rates between Buffalo and Chicago and Duluth. If he wished to secure any of the freight for transcontinental shipment, he was informed that he must get out of the cheap lake freight business entirely. As the Vanderbilt boats actually controlled about 85 per cent of the through business from Buffalo to Chicago, it very soon became evident to Mr. Hill that the coon would have to come down out of the permian tree and the dargery drew a bead upon him with his little air gun.

The result is that J. J. Hill is no longer in the general lake freight carrying trade, and that a transcontinental "iridescent dream" appears to be "an iridescent dream."

Had not this been done, the Harriman interests would have secured at least 50 per cent of all transcontinental freight from the lake ports for their lines and Southern railway systems. The Pennsylvania system does not control the freight situation in the Great Lakes ports, such as Cleveland, Toledo, Buffalo, Sandusky, as it only carries them through branch roads and waterways. Consequently the Vanderbilts hold the key to the situation.

HILL'S CHANGE OF POLICY.

The result of this change in the policy of Mr. Hill has directed the attention of the railway and political world to the centers in Washington, where the present phase of the discussion now is being every day discussed by the railway circles with a great deal of interest.

The past and future of the Hill-Cleveland system was discussed by a very prominent railway man not only to the Great Northern security interests, in a private conversation, but to the people at large throughout the country. For obvious reasons, his name cannot be published, but the fact and force of his statements can

UTAH PARTY LEAVES FOR ST. LOUIS TONIGHT.

Delegation Consists of Presidents Joseph F. Smith and Anthon H. Lund; Senators Kearns and Smoot, Governor Wells and Staff; Members of Utah Exposition, and Other Prominent Citizens.

UTAH will be splendidly represented at the dedicatory ceremonies of the Louisiana Purchase Exposition at St. Louis on Thursday next, on which date the hundredth anniversary of the acquisition by the United States of this vast region of territory from France, will be imposingly observed.

The home delegation leaves over the Oregon Short Line at 5:45 o'clock in charge of Assistant Passenger Agent D. S. Spencer, who will also be accompanied by his wife. The party will be gone about twelve or fourteen days. It is made up of President Joseph F. Smith, wife, son and daughter; President Anthon H. Lund and wife, Hon. John Henry Smith and wife, Senator Kearns and wife, Senator Smoot and wife, Governor Wells and wife, General C. S. Burton and wife, General John Q. Cannon and wife, Colonel Nephi W. Clayton and wife, Hon. Hoyt Sherman, Judge L. W. Shurtliff, Hon. Willis Johnson, the last three being members of the Utah-St. Louis Exposition committee; Hon. Perry S. Heath and wife, Dr. Elias S. Wright and wife, Colonel D. C. Adams, S. T. Whittaker, Mr. and Mrs. D. S. Spencer, and possibly a few others.

WILL ARRIVE TUESDAY.

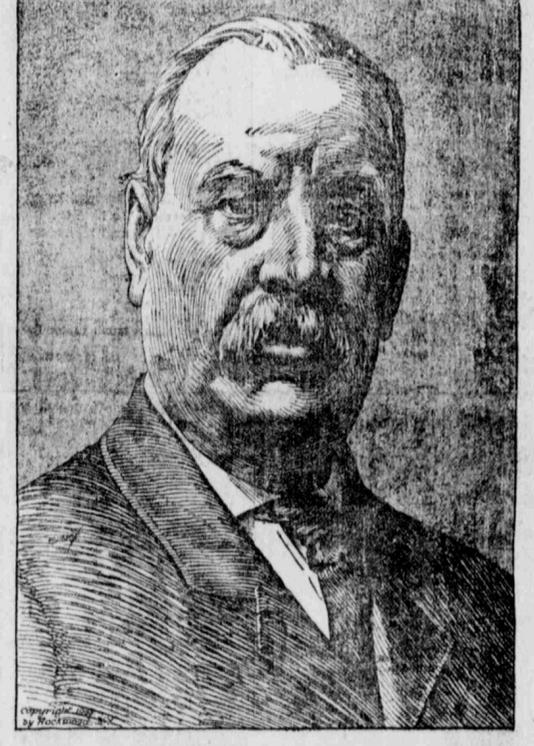
The Utah delegation will arrive at St. Louis on Tuesday morning, which will give it two days in the city before the ceremonies. But it will need all of this time, as there will be much to do. It will have its headquarters at the Southern hotel, though Presidents Smith and Lund and families will be the special guests of Hon. Theodore F. Meyer, Mr. Meyer is of the firm of Meyer & Brothers, reputed to be the largest druggists in the world. Mr. Meyer is well known in Salt Lake. He will be remembered as being associated with the late Abraham H. Cannon in the undertaking to build a railroad to Los Angeles, via Deep Creek. Mr. Meyer also tendered an invitation to Governor Wells and wife to partake of the hospitality of his home by sojourning under its roof during their stay in St. Louis. The governor, however, concluded that he had better remain at the Planters'—order to be near the commission of which he is chairman, and which will probably hold several meetings, some of them called on short notice.

SELECTION OF A SITE.

One of the first duties that will have to be attended to on the arrival of the Utah commissioners will be the selection of a site for a building for this state. It will have three sites to select from. Which one it will take it does not yet know. The one originally contemplated to be chosen is understood not to be as desirable as two others that are yet to be allotted. The one that is looked upon with most favor from this distance was placed at the disposal of New Mexico. But some of the friends of Utah have gazed longingly upon it and the probability is that this state will get it.

DEDICATION CEREMONIES.

At a meeting of the Utah commissioners held in Salt Lake this



EX-PRESIDENT CLEVELAND, FROM HIS LATEST PICTURE.

The western trip of ex-President Cleveland is attracting considerable attention because he is being boomed in certain quarters as a Democratic presidential possibility. Officially, the only reason for his journey from New Jersey to Missouri is to attend the dedication of the world's fair, St. Louis, April 30.

His interests center mainly in California as regards the Pacific trade and more particularly in San Francisco and Southern California. The zest of city rivalry in commerce is now on in earnest between San Francisco and the Puget Sound cities, especially Seattle, notwithstanding the great start that California city has had in time and past opportunity over its recent rivals.

THE GREAT MERGER CO.

"As a preliminary to the bitter struggle that the Hill-Morgan interests saw in the near future against the Harriman capitalists, the Great Northern Merger company was organized to control the stocks of the Great Northern, Northern Pacific and Burlington railroads, to be capitalized at \$400,000,000 as a holding company. Thus over \$60,000,000 in stock and bonds of these railway companies would be controlled by a company of less than half of their capitalization and bonded indebtedness. The tremendous advantage of this arrangement would be to allow the Hill-Morgan people by holding \$200,000,000 in face value of this controlling company stock to keep firm control upon all their properties while under the separate capitalization and bonded indebtedness plan, nearly half a billion dollars of cash would have to be tied up in order to secure beyond peradventure the control of a majority of the stocks and bonds of the properties against the gambling projects of Wall street. If the Merger plan shall ultimately prove legal and permissible, from \$150,000,000 to \$200,000,000 could be released from permanent investment to be employed in pushing the Pacific commerce plans of the Hill-Morgan syndicate. The result of such an amount of capital applied to terminal facilities on both sides of the Pacific, and in the building of the largest ocean carrying freight steamships in the world for oriental commerce, can only be approximated and not realized except in the actual completion of the plans conceived.

WHAT OF THE PANAMA CANAL?

"The one problem yet in doubt as regards the outlook is the Panama canal. How much business will it divert from the transcontinental roads? Is there the inevitable result in the history of commercial nations throughout the world, that a system of canals parallel to railroads has resulted in the increase of business to both? The reason for this has lain mainly in the fact that the resulting cheapness of transportation has always caused a

very large increase in the carrying trade—bulky and slow freight going by canal; and fast, perishable, and high-priced goods going by rail. This fact has been demonstrated time and again in France, Holland, and Germany. It is the universal opinion among the careful thinking men of this country, that the Panama canal will in time benefit the western railroads to the seaboard to a considerable extent, as the territory traversed by them becomes more thickly settled and developed. Hill has been at all times an iconoclast on freight rates. He cut the freights on lumber from the Pacific coast to St. Paul, thereby making it possible for the coast lumberman to drive the southern lumber merchants out of Minnesota and Chicago. He cut the through freight on lumber from the Pacific coast to the eastern seaboard, taking all the sacrifice upon his own lines in order to pay the eastern lines their regular rates on through business. But after all, he gained by the operation in the great increase of business secured. He will thus not be the first to suffer for any reduction on account of canal rates. It will take ships three or four days from New York to the Panama canal, and will require one day to get through the canal. Then it will require about a dozen days to reach Yokohama. By all rail from New York, only four or five days will be required to cross the continent by fast freight, and eight days more to land the same in Japan. But there is another feature more potent than the gain of even a week by the transcontinental route. The great manufacturing center of this country of bulky goods is within a radius of 300 miles of Pittsburgh, which would require a 400 mile haul to the seaboard. How are these goods to reach the seaboard without considerable delay and transshipment and added cost?

This delay and transshipment must also be added to the disadvantages of the canal, as against the transcontinental route. Again, would it not be far more advantageous in the matter of time, to ship these goods toward the western seaboard than toward any point on the eastern or southern seaboard, as long as they have to be carried in any event by rail to a considerable distance?"

"It is probable that all the roads, when the Panama canal is put in operation, will make a common rate to sidewater in any direction from such manufacturing points as Pittsburgh, Cleveland, and the central states. The railroads which save time is bound to have the advantage."