

LAYING STEEL BEGINS TOMORROW

On the Double Track Between
Salt Lake and Bingham.

IMPROVEMENTS ON D. & R. G.

Heavier Rails Are Now Being Put
Down Between Grand Junction
And Glenwood Springs

General Supt. J. H. Young of the Rio Grande Western has given orders for tracklaying to commence tomorrow morning on the new double track between Salt Lake and Bingham Junction. It is anticipated that this work will be rushed to the finish, as the rapidly growing business of the Rio Grande demands some relief between the points named.

In this connection there is a large amount of work in the direction of the improvement of the main line through Denver scheduled for this summer. Yesterday operations were commenced east of Grand Junction on the laying of heavier steel right through to Glenwood. For this work a big shipment of laborers were sent out from Denver.

GRAND ENCAMPMENT R. R.

W. G. Emerson to Consult with Har-
rington Regarding the Project.

Special Correspondence.

Cheyenne, Wyo., April 8.—Willie Geo. Emerson, the well known author and orator, spent last night in Cheyenne, and today returned to Denver with Vice President and General Manager Herbert of the Colorado & Southern, who is returning from a trip of inspection over the Cheyenne and Northern.

Mr. Emerson was asked regarding the possibility of a railroad building to the Grand Encampment mining district in the new feature, as while he expressed great confidence that a branch will be built to the copper fields in a short time, possibly during the coming summer, he would not give out any of his plans for publication or the plans of those who are expected to build the proposed road.

Mr. Emerson did state, however, that he will go to New York in a few days for a conference with Mr. Harrington relative to plans for the building of the proposed road. Mr. Emerson refused to say whether the Grand Encampment line would be built by the Union Pacific or by a private company. His whole conversation, however, tended to strengthen the belief that the Union Pacific will build the line, and at the same time he expressed the opinion that the Union Pacific will construct the line would only result in a private company doing the work. Mr. Emerson stated that he had sufficient financial support to put the road through at any time.

"One of these days," said the author of Buell Hampton, "a party of surveyors will be placed in the field, and will be followed immediately by the grading outfits. Grand Encampment is destined to have a railroad, and that in a very short time, but I am not at liberty at this time to discuss the plans of those who will back the enterprise."

Mr. Emerson said he knew nothing about the report printed in a Denver paper that the Union Pacific had purchased the Laramie, Hahn's Peak & Pacific. He did not believe that such a deal had been made. From another member of Mr. Emerson's party it was learned, however, that such a deal is pending and will in all probability be put through. In the opinion of this man Grand Encampment will get a railroad from the east and that the Laramie, Hahn's Peak & Pacific will undoubtedly be the line. The latter road, he said, is ready to be up to the Union Pacific, and the Overland will push the branch through Encampment to northern Colorado and thus complete with the Moffat road.

O. S. L. EQUIPMENT SOLD.

Narrow Gauge Rolling Stock Goes
To Sumpter Valley.

The Garfield line equipment, consisting of narrow-gauge engines and rolling stock generally, 191 pieces in all, is today being got ready for shipment to Oregon. The equipment was recently purchased by the Sumpter Valley railway, of which Messrs. Eccles and Nibley are the principal stockholders. The price paid for the rolling stock, which includes three engines, passenger cars, flats, freight, and all the old Garfield Beach excursion cars, is said to be in the neighborhood of \$50,000.

QUICK SETTLEMENT.

Manager Herbert Grants Trainmen's
Demands in 15 Minutes.

Denver, Colo., April 10.—A settlement of the question of wages of the trainmen of the Colorado and Southern railway has been effected. Fifteen minutes after General Manager Herbert of the Colorado and Southern went into conference with Vice Grandmaster Lee of the Brotherhood of Railroad Trainmen and Grand Junior Conductor Shepherd, of the Order of Railway Conductors the demands of the men had been granted and Mr. Herbert announced that the settlement was very satisfactory. The basis of the agreement is a 12 per cent increase for freight men and 15 per cent for passenger men. Regarding double headers the company agrees that not more than four engines shall be run at one time on narrow gauge roads. A train on the main line is to consist of 30 cars with double engines if necessary.

8th Unconvinced.

New York, April 10.—An representative of the London and Northwestern railway company, and three officials of the Caledonian railway company, have arrived in Liverpool tonight, where they had been inspecting the principal railway and engineering works, says the Times's London correspondent. One of their members asserts that the British railways have nothing to learn from the Americans with regard to general comfort and fre-

quency of service and that the British railways are far ahead of the American in safeguarding the lives of their passengers.

Tonopah Road Incorporated.

Trenton, N. J., April 9.—The Tonopah Railroad company, with an authorized capital of \$2,500,000, was incorporated here today. The company is to construct a railroad from Rhodes to Tonopah, in Nevada, 63 miles. Incorporators: William T. N. Brain, Samuel A. Green and William H. Hubbard, all of Camden, N. J.

A. D. & R. G. Record.

Pueblo, Colo., April 10.—What is said to be the record for fast mountain travel has just been made by a Denver and Rio Grande special train, chartered by Angus McFarlane of Omaha to carry him from Alamosa to Pueblo to enable him to make connections with an east bound Rock Island train. The run which took place yesterday was the most difficult of the season. The train was composed of two engines, a passenger car and a baggage car. It was run at the rate of 40 miles an hour. The train was at Alamosa at 10 o'clock, and it was at Pueblo at 10 o'clock. The train was at Pueblo at 10 o'clock, and it was at Pueblo at 10 o'clock. The train was at Pueblo at 10 o'clock, and it was at Pueblo at 10 o'clock.

Snow on South Park.

Gunnison, Colo., April 10.—Headmaster of the South Park branch of the Colorado and Southern road has just received here after a trip to the Alpine Pass. It required two days to travel the distance of 25 miles. In some places, he says, the snow is 30 feet deep and it will be two or three weeks before the road can be opened.

SPIKE AND RAIL.

Deep Creek again takes the center of the railroad stage.

D. W. Aldridge, general agent of the Chicago & North Western at Denver, arrived in Salt Lake this afternoon.

F. A. Miller, general passenger agent of the Chicago, Milwaukee & St. Paul, is expected to arrive in Salt Lake this afternoon from a trip to the coast.

The boilers, machinery and structural steel for the new sugar factory are being daily stacked up at the plant, awaiting the completion of the brick walls.

A shipment of 500 tons of 60-pound rails has just been received by the Salt Lake & Ogden. This steel is to be laid at this end of the line.

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She portrayed to the life the generally accepted notion of the virgin queen, imperious, designing, cruel and vain Elizabeth. She looked and acted the queen as she strode upon the stage in the opening act and her make-up, with the employment of the virgin queen, imperious, designing, cruel and vain Elizabeth. She looked and acted the queen as she strode upon the stage in the opening act and her make-up, with the employment of the virgin queen, imperious, designing, cruel and vain Elizabeth.

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While the supporting company on the whole could only be called respectable, a striking exception was found in the person of Mr. Batcliffe, whose big scene announcing the queen's death brought a dozen curtain calls. Mr. Batcliffe, in a short part, but being afflicted by rheumatism, he almost gave the part a role calling for lights—a touch of the grotesque. Tonight we are to see Miss O'Neill in another of her strong delineations, entitled "The Jewess," a version of the old time "Leah, the Forsaken."

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The sale for the next engagement, "Faust," is now going on. It opens at the Grand on Monday evening.

5,000 EASTER LILIES FOR EASTER.

In pots and cut, also lots of thousands of fresh cut roses, carnations, violets, tulips, daffodils, lily of the valley, pinks, anemones, etc., at our store 214 East Second South, 8th Main street (Willow Street Drug Store) and our main store greenhouses, Twelfth South and State street. Salt Lake Huddart Floral Co., Salt Lake City.

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Daily-West, 25 at 42.10.
Lower Mammoth, 200 at 25; 100 at 25.
Sacramento, 1,000 at 27.
Swansea, 100 at 75 + 10.
Nevada Washington, 4,000 at 24; 1,000 at 25.
Yankee Con., 100 at 25 + 60.

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INSPECTION OF UTAH TROOPS.

Adjutant General Burton Gets In-
struction From Washington.

STANDING AND STRENGTH.

Returns Must Be Made on All Equip-
ment—Reports Are to Go to the
Department Commander.

Adjutant General Burton of the Utah National Guard received today a copy of the following general order from Washington relative to the coming inspection of the state troops by the regular army inspectors:

General order No. 49, Headquarters of the Army, Adjutant General's Office, Washington, D. C., April 1, 1903. With a view to the inspection of the militia and for other purposes published in general order No. 1, Adjutant General's Office, Jan. 24, 1903, the secretary of war directs that the commanding general of the various geographical departments shall designate such number of experienced officers as may be necessary to inspect all of the organized militia of states and territories lying within the limits of their respective commands.

The number of officers to be designated for this work in each department will depend upon the number of cities and towns in which the militia organizations are located, the object being to perform the work of inspection as expeditiously as practicable, with due consideration for thoroughness and economy of transportation expenses. The work will be completed without delay.

Immediately upon receipt of this order department commanders will designate the number of officers to be designated for this work in each department will depend upon the number of cities and towns in which the militia organizations are located, the object being to perform the work of inspection as expeditiously as practicable, with due consideration for thoroughness and economy of transportation expenses. The work will be completed without delay.

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LATE LOCALS.

City Superintendent of Schools Christensen is in Miami today attending the teachers' institute.

State Superintendent of Schools Nelson will attend the teachers' institute at Provo tomorrow.

The flag on the Masonic building is at half mast on account of the death of Eusebio Super, member of the Argenta lodge of Masons.

The condition of Representative W. H. Barrett, who is now at St. Mark's hospital suffering from a paralytic stroke, has improved slightly this afternoon.

A storm center of some size passed eastward over this meridian this morning, and the windy, cloudy day of the day is the result of that storm. The local weather office promises a heavy frost tonight—that is, if it is not too cloudy. Yesterday was a day of general precipitation over the west, but the temperature was all moderately high.

Local retired soldiers were complaining today of delay in pay day, and claim it is due to a strike of clerks in the office of the paymaster at Albuquerque.

Local merchants say their Easter trade is better than last year. There is a demand for more artistic articles for making Easter presents.

Jobbers in staple articles are reported as cutting prices considerably, a condition due to the disorganization of the jobbers' association. In the competition which is following, the jobbers are cutting prices. The local weather office promises a heavy frost tonight—that is, if it is not too cloudy. Yesterday was a day of general precipitation over the west, but the temperature was all moderately high.

The first open-air band concert of the season was given yesterday afternoon at Fort Douglas, and it is expected that the second will be given Sunday afternoon. The band is composed of the 1st and 2nd regiments of the 4th Cavalry.

There is peace and harmony reported now in the deliberations of the insurance committee as to the losses sustained by the Utah Lake Hardware company, and rapid progress is being made towards settlement.

There is quite a rush for flowers at the city of the local florists, a view of Easter. The demand for flowers continues at this time. Flowers are being shipped to the city from the coast, as well as from Council Bluffs, Ia., where there are immense greenhouses, and the California trade continues.

Secretary Koppel of the Methodist mission has nothing to say relative to Rev. Leitch's return for the reason that the latter has as yet made no sign of justifying his return. It seems that some of the members of the church are not in sympathy with his return. He is thinking.

Active work in lowering the tracks of the street railway on South Temple street is being done. The work is being done by the Utah Electric Railway company. The work is being done by the Utah Electric Railway company. The work is being done by the Utah Electric Railway company.

There will be civil service examinations in this city on April 15, 1903, at the Utah National Guard building. The examinations will be for the position of assistant quartermaster. The examinations will be for the position of assistant quartermaster. The examinations will be for the position of assistant quartermaster.

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