

VISIT HERMITAGE IN OGDEN CANYON

Members of Royal Arcanum Eat
"Billy" Wilson's Trout.

A MIDSUMMER CELEBRATION

Swedish People of Salt Lake Observe
a National Custom—An Out
at the Lagoon.

Many railroad men belong to the order known as the Royal Arcanum and today being the twenty-third anniversary of the institution of that order, they are taking an outing to celebrate it. There was a jolly crowd on the train that left the Oregon Short Line depot at 12:30 today for Ogden. They are going to have a "swell" trout dinner at "Billy" Wilson's Hermitage up in Ogden canyon, and "Billy" is in a whirl of excitement on account of the visit, for he well knows those terrible fellows and is laboring under apprehension lest they bring away the resort with them. They return this evening.

It is a Swedish gala day today, and Lagoon is crowded with people of that nationality. Tomorrow is Midsommer day with them, but it being Sunday they are holding their celebration today. On Monday next, the Twentieth ward will go to Salt Lake and the Sixth ward will visit Lagoon.

The Situation in Idaho.

It seems to be pretty generally accepted as a fact that some railroad will build into the great Lost River copper district, commencing the work this year, says the Pocatello Tribune. It is known that the Short Line company has surveyed in that section now and that they have surveyed at least two lines, one from Dubois to Arco, and another from a point between Mindoko and Wapi to Arco. Some other company, presumably the Burlington, which is now building down along the east side of the National park, has also several surveying parties in the same field. Mr. M. Ingersoll is in hopes that the Short Line will build the proposed line to Arco from Pocatello. It is the same proposition that Col. N. J. Sharp of Challis worked on several years ago, but which he was compelled to drop then because the railroads were not building at all those years. The plan is, however, a perfectly feasible one and one that would mean not only much to Pocatello, but which would mean the practical control of the railroad business in Idaho to the company taking it up. His plan is to make the branch from Pocatello to Lost River the beginning of a great system that would open up the rich mineral districts of central Idaho.

Mr. Ingersoll has been investigating the practicability of the proposed route recently and he is satisfied that it would not only be a great thing for the State, but that any road undertaking it would find it of greatest benefit to themselves. The line from Pocatello to Arco and thence up the Lost River to Hooton, would be almost an air line. The Snake can be crossed, he says he is assured by Mr. S. J. Rich of Blackfoot, by a single span bridge right in the midst of the country lying under the American River canal. This country is rapidly settling up now and would provide business for the new line.

The line from Pocatello would also have an advantage over a line from either Mindoko or Dubois, as it would make the haul for all supplies for the Lost River, Custer and Salmon counties, which will naturally come from the east and necessarily by way of Pocatello, forty or fifty miles shorter than if it went around. This item alone would more than pay the extra expense of bridging the Snake, especially since that river can be bridged so cheaply and at a point where the line would pick up a very considerable business, and one that would grow right along, too.

The distance from Pocatello to Arco on Lost River is about seventy miles. From Arco the line would follow Lost River to Hooton and on to Dickey, from where it would cross the divide to the Salmon river, striking the latter about Clayton. The distance from Arco to Clayton by an air line is about 15 miles and the route is said to be easily accessible, but a comparatively easy one.

From Clayton the road would follow the Salmon river to Salmon City, a distance of some sixty miles. This line, if built only this distance, would open up the richest and least developed mineral belt in the United States, but Mr. Ingersoll's idea is that it should not stop here, but should follow the Salmon river to Hooton and on to Dickey, from where it would cross the divide to the Snake and then follow the Snake to Lewiston. The route, he says he is assured, on the highest engineering authority, is entirely practicable.

This route would not only open the enormous mineral belt of central Idaho but would tap the immense timber belts along the Salmon. It would also be within easy reach of the Buffalo Hump and Florence mining districts and the rich New Perce and Camas Prairie farming districts.

But Mr. Ingersoll's proposition does not stop here. He sees still further that the demand and would grandly repay railroad extension. From Clayton he proposes a line toward the west, following the Salmon to Bonanza and the Stanley Basin country, where it would cross the Sawtooth mountains to the head waters of the Big Snake and follow it to the Boise and along that river to Boise City. This would practically parallel the route of the proposed Idaho Midland.

Another plan of Mr. Ingersoll's would be to cross the Sawtooth range about Stanley Basin so as to strike the headwaters of the Payette river and then follow that river to its junction with the Snake at Payette. This would open up the great timber belt on the Payette.

Central Idaho offers almost unparalleled inducements for railroad building and there is no doubt that Pocatello is the proper starting point for such a system as that outlined by Mr. Ingersoll. It is the most direct route, as Pocatello must always be the gateway to the central Idaho country. The company that gets in there first will, of course, have the advantage and will always be first. Mr. Ingersoll believes that the Union Pacific and Short Line will at once see the advantages of such an addition to their system and will abandon the idea of a little branch to Lost River with terminus at any convenient point, and will begin to plan for lines to develop the great central Idaho country.

Such a system of railroads as that proposed would do for Idaho what the Denver & Rio Grande has done for Colorado.

SPIKE AND RAIL.

Mr. Welby of the Western has returned to the city.

David C. McWaters is city passenger agent at Colorado Springs for the Colorado Midland.

A. B. Smith, assistant general pas-



**ACTS GENTLY ON THE
KIDNEYS, LIVER
AND BOWELS
CLEANS THE SYSTEM
DISPELS EFFECTUALLY
COLD, COLDS, HEADACHES,
OVERCOMES HEADACHES
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HABITUAL CONSTIPATION
PERMANENTLY
TO GET
ITS BENEFICIAL EFFECTS.**

BUY THE GENUINE—MADE BY
CALIFORNIA FIG SYRUP CO.
NEW YORK, N. Y.
FOR SALE BY ALL DRUGGISTS, PHARMACISTS, AND GROCERIES.

senior agent of the Burlington, went to Portland this morning.

The thirty-third annual convention of railroad master mechanics is being held in Saratoga, New York.

Seventeen minutes from Salt Lake to Salfair is good time. A train on the Salt Lake & Los Angeles made it last night.

Messrs. Bancroft, Eccles, Calvin and Dunn leave here tonight for Omaha, where they will confer with Union Pacific officials.

The Fourth of July ought to see crowds of people traveling on the Salt Lake because very cheap rates are advertised for the day.

An excursion to Idaho points left here this morning on the Oregon Short Line. It is almost astonishing to see the amount of patronage awarded the railroads upon such trips.

Car No. 13 on the Salt Lake City railroad, operating on the Waterloo line, "ran away" about 6 o'clock this morning. The motorman dropped his key while the power was on, and before the conductor understood what was the matter and pull the trolley off the car was whirling along at a "humming clip."

Mr. and Mrs. John Starley have charge of the Wasatch summer resort in Little Cottonwood. It has been opened to the public and street cars are now in operation between the Oregon Short Line station at Sandy and the Wasatch Hotel yesterday. The fares from Sandy to Wasatch is 75 cents and round trip \$1; from Salt Lake to Sandy is 50 cents one way and 75 cents round trip. This affords very cheap transportation between Salt Lake and the beautiful resort. The hotel at Wasatch has been renovated and placed in first-class condition.

It is reported in San Francisco railroad circles that the Oceanic steamship company is to be made the exclusive ocean connection of the Santa Fe, that joint agencies will be established at Honolulu and other ports reached by the Oceanic steamers and that freight and passenger business east bound from Australia, New Zealand and Hawaii will, so far as possible, be billed and shipped through to the east over the Santa Fe. While the officials of the lines mentioned do not confirm this report, it is not denied that they will soon occupy the same passenger offices in this city.

The Denver Republican says that with the arrival of Samuel Newhouse in Denver, which is expected in a few days, the proposed road from Denver to Salt Lake, via Routt and Rio Blanco counties, is anticipated, will take definite shape. Mr. Newhouse holds the key to the situation in that he is the chief holder of Denver, Lakewood & Golden first mortgage bonds. Railroad men interested in the Salt Lake shore line are anxious to see the Denver & Golden line through to the coast, and to Denver, this time is to effect a reorganization of the Denver, Lakewood & Golden. This step is preparatory to selling out the road to New York and English capitalists who have been desirous of building ahead the scheme of the long road. For the through line to Salt Lake, the Denver, Lakewood & Golden will furnish the Denver terminal facilities. Colorado capitalists, interested in the coast and from lands just west of the range in the Yampa valley, are also to take their share in pushing to completion the Salt Lake road. They will in addition be the persons chiefly interested in a steel works to be located in the West to which the iron ores from the West will be shipped, and be smelted by the coke and coal brought from territory west of the range.

TAYLOR IS NEARLY WELL.

Last Victim of Scofield Disaster to Recover—Found His Brother.

Harry Taylor, left for his home at Scofield today, being the last miner to recover among those who were injured in the great explosion. He will not be able to engage in any work, and in the meantime he will probably visit his brother, Samuel Taylor, a rancher of Fremont county, Idaho. The brothers have not seen each other for over thirty years, and not until after the explosion did either of them know where the other was.

PRaise FOR THE "NEWS."

What State Papers Continue to Say About Saturday's Issue.

Boxelder News: The Desert News got out a splendid edition last Saturday in honor of its fiftieth anniversary. It contained a copy of its first edition

**BEECHAM'S
PILLS**

are the best and safest
FAMILY MEDICINE
for all
**BILIOUS AND
NERVOUS DISORDERS**
10 cents and 25 cents—Druggists.

of June 15, 1850. The great evolution of printing in the past fifty years could not be better shown than in the contrast of these two numbers. We congratulate the Desert News on its enterprise and the success it has attained.

Salina Press: Last Saturday's Desert News was a notably beautiful issue. It was got out in commemoration of its fiftieth anniversary. No finer issue of a newspaper ever came from a press in Utah. It was profusely illustrated with half-tone engravings and contained many special articles on Church history and the growth of the State. Accompanying the edition was a fac-simile copy of the first number of the "News," dated June 15, 1850.

Toole Transcript: Last Saturday's Desert Evening News was published as a memorial number to celebrate its fifty years of continuous publication in Salt Lake City. This special edition consists of 22 pages, and is really more a magazine than a newspaper. This special edition is a wonder to behold, and will be a standard of local history for all time to come. Every citizen in Utah at least should possess a copy and that be carefully laid away for years to come. With the memorial edition comes a fac-simile of the first number of the "News," printed just fifty years ago, that is really of as much interest to us as last Saturday's issue; for we cannot but remember the fact that Willard Richards may have been the printer of the first number of the "News," and that he was the printer of the last Saturday's semi-centennial edition before the public, with the latest improved presses and type setting machinery that the "News" has ever known. Success we say to the Desert Evening News.

COUNCIL COMMITTEES.

Laws Committee Consider Commercial Avenue Question.

May Result in Litigation—Two Claims Referred—University Regents' Petition.

The Council committees on laws, claims and irrigation were the only three of the many who got together last evening. The former gave consideration to the petition of certain business men asking that the management of the B. Y. Trust company be prevented from erecting a building, the effect of which would be the closing up of Commercial avenue to half its width at the State street entrance.

It is claimed that when the land abutting upon State street was assessed several years ago for the cost of paving, curbing, etc., taxes on a fifty-six foot frontage owned by the B. Y. Trust company, amounting to nearly \$500, were refused, with the understanding that at the expiration of the leaseholds the avenue would be opened to its full width and ceded to the city. The agreement was made with Spencer Clawson, this company's former manager, who it is said, is anxious to see the company keep its pledge, but it is opposed by a majority of the stockholders.

Recently the old buildings belonging to the Co-op Wagon & Machine company were taken down and removed, and preparations are being made for the erection of a one-story row of store rooms on State, which if carried out will have the effect of narrowing the avenue to half its promised width. Commercial avenue is wide at the entrance on Commercial street, and narrow where it enters State street. The probabilities are the matter will get into the courts if the municipality insists on the agreement. Perforated by the question referred to the committee on claims, Attorney Stephens for a legal opinion as to the city's rights in the premises.

CLAIMS REFERRED.
The claim of W. D. Barnett for \$500 damages for alleged personal injuries received through a fall on a sidewalk on Commercial street was referred to the city attorney.

The claim of Mr. Spencer for damages done to his property which is near the new fire station on I street during the construction of the building was referred to Chief Devine.

The claim of John Cook for \$1,100 damages on account of a spring on his premises being befouled by water from the Salt Lake and Jordan canal, was referred to Land and Water Commissioner Westerfield.

PETITION OF UNIVERSITY

The petition of the University asking permission to take water from Emigration ditch to irrigate the trees on the University grounds was denied by the committee on claims. Permission, however, was granted them to tap Parley's canyon conduit at First South street.

Royal
Is positively healthful, contains no chemicals, is made from best wheat. Ask your grocers for it. Look for label.

PROPERTY TRANSFERS.

Abstract of file, recorder's office, Salt Lake county, Utah, June 22, 1900:

W. S. Barnes to Aaron Keyser, warranty deed, 119 feet by 7 1/2 inches southwest from 7 1/2 rods east of northwest corner lot 3, block 22, plat D. \$ 1

Aaron Keyser to W. S. Barnes, warranty deed, 119 3/4 feet southwest from 7 1/2 rods east of northwest corner lot 3, block 22, plat D. 120

Theodore Dexter to Hilda Pascoe, warranty deed, part northeast quarter section 6, township 3 south, range 6, T. 3 S., R. 6 E., G. 10 W., 1/4 section 36, 1/4 section 37, 1/4 section 38, 1/4 section 39, 1/4 section 40, 1/4 section 41, 1/4 section 42, 1/4 section 43, 1/4 section 44, 1/4 section 45, 1/4 section 46, 1/4 section 47, 1/4 section 48, 1/4 section 49, 1/4 section 50, 1/4 section 51, 1/4 section 52, 1/4 section 53, 1/4 section 54, 1/4 section 55, 1/4 section 56, 1/4 section 57, 1/4 section 58, 1/4 section 59, 1/4 section 60, 1/4 section 61, 1/4 section 62, 1/4 section 63, 1/4 section 64, 1/4 section 65, 1/4 section 66, 1/4 section 67, 1/4 section 68, 1/4 section 69, 1/4 section 70, 1/4 section 71, 1/4 section 72, 1/4 section 73, 1/4 section 74, 1/4 section 75, 1/4 section 76, 1/4 section 77, 1/4 section 78, 1/4 section 79, 1/4 section 80, 1/4 section 81, 1/4 section 82, 1/4 section 83, 1/4 section 84, 1/4 section 85, 1/4 section 86, 1/4 section 87, 1/4 section 88, 1/4 section 89, 1/4 section 90, 1/4 section 91, 1/4 section 92, 1/4 section 93, 1/4 section 94, 1/4 section 95, 1/4 section 96, 1/4 section 97, 1/4 section 98, 1/4 section 99, 1/4 section 100, 1/4 section 101, 1/4 section 102, 1/4 section 103, 1/4 section 104, 1/4 section 105, 1/4 section 106, 1/4 section 107, 1/4 section 108, 1/4 section 109, 1/4 section 110, 1/4 section 111, 1/4 section 112, 1/4 section 113, 1/4 section 114, 1/4 section 115, 1/4 section 116, 1/4 section 117, 1/4 section 118, 1/4 section 119, 1/4 section 120, 1/4 section 121, 1/4 section 122, 1/4 section 123, 1/4 section 124, 1/4 section 125, 1/4 section 126, 1/4 section 127, 1/4 section 128, 1/4 section 129, 1/4 section 130, 1/4 section 131, 1/4 section 132, 1/4 section 133, 1/4 section 134, 1/4 section 135, 1/4 section 136, 1/4 section 137, 1/4 section 138, 1/4 section 139, 1/4 section 140, 1/4 section 141, 1/4 section 142, 1/4 section 143, 1/4 section 144, 1/4 section 145, 1/4 section 146, 1/4 section 147, 1/4 section 148, 1/4 section 149, 1/4 section 150, 1/4 section 151, 1/4 section 152, 1/4 section 153, 1/4 section 154, 1/4 section 155, 1/4 section 156, 1/4 section 157, 1/4 section 158, 1/4 section 159, 1/4 section 160, 1/4 section 161, 1/4 section 162, 1/4 section 163, 1/4 section 164, 1/4 section 165, 1/4 section 166, 1/4 section 167, 1/4 section 168, 1/4 section 169, 1/4 section 170, 1/4 section 171, 1/4 section 172, 1/4 section 173, 1/4 section 174, 1/4 section 175, 1/4 section 176, 1/4 section 177, 1/4 section 178, 1/4 section 179, 1/4 section 180, 1/4 section 181, 1/4 section 182, 1/4 section 183, 1/4 section 184, 1/4 section 185, 1/4 section 186, 1/4 section 187, 1/4 section 188, 1/4 section 189, 1/4 section 190, 1/4 section 191, 1/4 section 192, 1/4 section 193, 1/4 section 194, 1/4 section 195, 1/4 section 196, 1/4 section 197, 1/4 section 198, 1/4 section 199, 1/4 section 200, 1/4 section 201, 1/4 section 202, 1/4 section 203, 1/4 section 204, 1/4 section 205, 1/4 section 206, 1/4 section 207, 1/4 section 208, 1/4 section 209, 1/4 section 210, 1/4 section 211, 1/4 section 212, 1/4 section 213, 1/4 section 214, 1/4 section 215, 1/4 section 216, 1/4 section 217, 1/4 section 218, 1/4 section 219, 1/4 section 220, 1/4 section 221, 1/4 section 222, 1/4 section 223, 1/4 section 224, 1/4 section 225, 1/4 section 226, 1/4 section 227, 1/4 section 228, 1/4 section 229, 1/4 section 230, 1/4 section 231, 1/4 section 232, 1/4 section 233, 1/4 section 234, 1/4 section 235, 1/4 section 236, 1/4 section 237, 1/4 section 238, 1/4 section 239, 1/4 section 240, 1/4 section 241, 1/4 section 242, 1/4 section 243, 1/4 section 244, 1/4 section 245, 1/4 section 246, 1/4 section 247, 1/4 section 248, 1/4 section 249, 1/4 section 250, 1/4 section 251, 1/4 section 252, 1/4 section 253, 1/4 section 254, 1/4 section 255, 1/4 section 256, 1/4 section 257, 1/4 section 258, 1/4 section 259, 1/4 section 260, 1/4 section 261, 1/4 section 262, 1/4 section 263, 1/4 section 264, 1/4 section 265, 1/4 section 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section 677, 1/4 section 678, 1/4 section 679, 1/4 section 680, 1/4 section 681, 1/4 section 682, 1/4 section 683, 1/4 section 684, 1/4 section 685, 1/4 section