

UNION DEPOT FOR PROVO CITY.

San Pedro Road and the Rio Grande to Spend the Sum of \$80,000.

FRANCHISES TO BE GRANTED.

Proposition to Come Up Before the City Council at an Early Date.

Provo is to have a union depot, if Salt Lake is not. The San Pedro and the Rio Grande have under contemplation a brick structure that is to cost the neighborhood of \$25,000. Together with freight yards, sheds and other improvements some \$80,000 is to be spent at Provo this summer if present plans are carried out.

The proposition is to build the depot on Third West and Sixth South streets, Provo and to put in a driveway between Second and Fourth West streets, part of which is to be parked and laid out in lawns and flowers. The tracks between the depot and town are to be removed so that there will be no danger of accidents to rigs and pedestrians as is now the case there.

It is understood that the proposition is to be brought before the Provo city council at an early date when certain franchises will be asked for and undoubtedly granted.

STATUS OF MOFFAT ROAD.

Gossip Regarding the Outcome of Recent Deal With Harriman.

The following dispatch from New York is in line with that printed in the "News" 10 days ago: "David H. Moffat has sold the Denver, Northwestern and Pacific route to the Union Pacific. The transaction was closed today, although but few details are given out. The only known stipulation is that the road must be extended to the Routt county gold fields."

In discussing the reported sale of the Moffat road the Denver Post of Tuesday says:

"Denver is getting on the main line of the great coast-to-coast system to be organized and David H. Moffat's wonderful foresight and ever-active brain has solved the problem for the builders in pointing the way over the Continental divide."

"Construction to begin in Colorado to make Denver an important division on the greatest trans-continental lines, included."

"D. & R. G. from Kremmling to Dotsero (shorter line to Salt Lake City 220 miles)... 50 miles

"Union Pacific from Rawlins, Wyo., to Steamboat Springs (shorter line to Denver 14 miles)... 14 miles

"The statement was made today from a well-informed and thoroughly reliable source that Gould and Harriman have formed a pool to buy the Moffat road and will operate it between them."

"So, while David H. Moffat will not build an independent road from Denver to Salt Lake, he has solved the trans-continental situation for the two greatest railroad builders of history. He has, moreover, really accomplished what he started out to do—put Denver on the main line from coast to coast. He has forced the two principal trunk lines of the country to build into Denver, and he has gained both of them short lines into this market from profitable fields."

"In working out the plan now in mind, the Moffat road, as David H. Moffat outlined it, will not be built further than Kremmling, Colo. From there Gould will run a branch down to

WHAT TO DO FOR HEART TROUBLE

Back Up My Advice With This Remarkable Offer—A Full Dollar's Worth of My Remedy Free to Prove That I Am Right.

I ask no reference, no deposit, no security. There is nothing to promise, nothing to pay—either now or later. To any sufferer with heart trouble, I will send you Dr. Shoop's Restorative. I will give you, free, not a mere sample, but a full bottle.

I am warranted in making this unusual offer, because mine is no ordinary remedy. It is a medicine that will stimulate the heart, strengthen the arteries, and restore the system. It is the end result of a long and arduous search for a cure for heart trouble.

For the heart itself has no more self-control than a common sponge. It is made to beat by the nervous system. If the nervous system is weak, the heart will be weak. It is the duty of the physician to strengthen the nervous system, and this is what my Restorative does.

The heart nerve is only one of the branches of the great sympathetic nervous system. Each branch of this system has its own special duty to perform. If one branch is weak, the others will be weak. It is the duty of the physician to strengthen the entire system, and this is what my Restorative does.

There is nothing new about this—nothing any physician would dispute. But it is new to the public. Dr. Shoop's Restorative is the result of a very long and arduous search for a cure for heart trouble. It is the end result of a long and arduous search for a cure for heart trouble.

For a free order Book 1 on Dyspepsia, Book 2 on the Heart, Book 3 on the Kidneys, Book 4 on the Stomach, Book 5 on the Liver, Book 6 on the Bladder, Book 7 on the Prostate, Book 8 on the Testes, Book 9 on the Seminal Vesicles, Book 10 on the Uterus, Book 11 on the Ovaries, Book 12 on the Vagina, Book 13 on the Cervix, Book 14 on the Fallopian Tubes, Book 15 on the Pelvic Inflammation, Book 16 on the Menstrual Trouble, Book 17 on the White Discharge, Book 18 on the Painful Periods, Book 19 on the Sterility, Book 20 on the Infertility, Book 21 on the Miscarriage, Book 22 on the Stillborn, Book 23 on the Premature Birth, Book 24 on the Retarded Growth, Book 25 on the Deformities, Book 26 on the Diseases of Infancy, Book 27 on the Diseases of Childhood, Book 28 on the Diseases of Adolescence, Book 29 on the Diseases of Adulthood, Book 30 on the Diseases of Old Age.

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W. L. PARK.

Of Cheyenne, Wyoming, the New General Superintendent of the Union Pacific Railroad.

(Special to the "News.") Cheyenne, Wyo., Feb. 2.—W. L. Park, who on Wednesday was appointed general superintendent of the Union Pacific system to succeed Mr. Gruber, who goes to the Burlington, has been railroaded for thirty years, and is today one of the best known railroad men in the west. His appointment is a well-merited one and a recognition of great ability.

Superintendent Park entered upon the life of a railroad man for the Union Pacific at North Platte, Neb., in the '70s as a freight brakeman. He was then not of age. He remained in the train service continuously, rising from freight brakeman to conductor and passenger conductor. In 1890 he was appointed assistant superintendent of the Wyoming division, a position, although one of the most difficult to fill and most unenviable on the system, he has filled with great credit, until called to Omaha as general superintendent.

Mr. Parks is very popular, both with the public and the officials and employees of the road, and there is general satisfaction as a result of his good fortune.

Dotsero, on the D. & R. G. near Glenwood springs, and Harriman will build up from Steamboat Springs, through the Hahn's Peak country and Grand Encampment, and connect with the Union Pacific at Rawlins, Wyo.

"Gould is a member of the Union Pacific board of directors, a fact which many people do not know, and neither Gould nor Harriman could afford to let Moffat put through an independent line, nor let the Rock Island, Burlington or any other system take it away from them and invade their territory."

"By operating over the Moffat road to Kremmling, and down to Dotsero, Gould can shorten the route of the Rio Grande to Salt Lake City by nearly 200 miles, at the same time opening up some new and enormously profitable freight country, and put Denver on his main coast line."

"On the other hand, Harriman has long talked of building down through the Hahn's Peak country, from Rawlins, and into Denver. This will give a short line into this market for the great output of the Grand Encampment mines and save Harriman over two-thirds of what he expected to spend to get into Denver in a way to avoid the long haul around by Cheyenne."

"Thus both Gould and Harriman are satisfied and benefited in proportion and the system has effectively blocked David H. Moffat's effort to build an independent line to Salt Lake."

"About \$600,000 will be expended in the purchase of the Moffat road and in building the Gould and Harriman extensions. Moffat and his associates will get in round numbers about \$4,000,000 for their property, with a good rate of interest on the money expended and a bonus."

"David H. Moffat, however, will not lose his identity with the Moffat road. It is his property, and he will come to the coast. The line will probably be completed as an independent project and Moffat's name, for obvious reasons, will remain at its head. For instance, there are still many favors to ask of Colorado legislators, privileges from county commissioners and rights of way to secure and a necessary support from the people of Colorado that only the name of David H. Moffat can secure. Where the name Gould or Harriman would evoke hostility, especially if it were thought they had forced Moffat to abandon his pet project, the name of Moffat will be an 'open sesame' in securing nearly every sort of an advantage desired."

"When Moffat started out to build an independent line from Denver to Salt Lake to connect with Senator Clark's independent road to the coast, he was sincere enough. It is said, Clark, too, was sincere and, unlike Moffat, he had cash enough on hand to build two San Pedro, Los Angeles & Salt Lake roads had he so desired. But the 'system' forced him to avert from his fixed purpose and now Harriman represents the St. Louis Terminal association, announcing the postponement of a dramatic entertainment 'on account of extreme cold.'"

"Speaking of cold weather, it is something terrible up here in Havre. This town is considered second coldest in the United States, ordinarily, but is after still greater laurels and wants to lead. Listen! The thermometer in the government weather bureau has registered as follows: At 8 a. m., 46 degrees below zero, and at 11 p. m., 47 below zero, and at 3 p. m., 48 below zero, and at 5 p. m., 49 below zero, and at 7 p. m., 50 below zero, and at 9 p. m., 51 below zero, and at 11 p. m., 52 below zero, and at 1 p. m., 53 below zero, and at 3 p. m., 54 below zero, and at 5 p. m., 55 below zero, and at 7 p. m., 56 below zero, and at 9 p. m., 57 below zero, and at 11 p. m., 58 below zero, and at 1 p. m., 59 below zero, and at 3 p. m., 60 below zero, and at 5 p. m., 61 below zero, and at 7 p. m., 62 below zero, and at 9 p. m., 63 below zero, and at 11 p. m., 64 below zero, and at 1 p. m., 65 below zero, and at 3 p. m., 66 below zero, and at 5 p. m., 67 below zero, and at 7 p. m., 68 below zero, and at 9 p. m., 69 below zero, and at 11 p. m., 70 below zero, and at 1 p. m., 71 below zero, and at 3 p. m., 72 below zero, and at 5 p. m., 73 below zero, and at 7 p. m., 74 below zero, and at 9 p. m., 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