

NEW ADVERTISEMENTS.

# WALKER BROS.

## CLOTHING DEPARTMENT

UP STAIRS.

Positive Bargains in Men's, Youths' and Boys'

CLOTHING.

100 BEAVER WALKING COATS, AT \$3.50 EACH.

## WHOLESALE DRY GOODS

UP STAIRS.

Dealers can Buy Goods Cheap of us.

## CARPETS! CARPETS!

Up Stairs.

Choice Patterns, from 50c. per yard.

## RETAIL DRY GOODS DEPARTMENT.

1000 Pieces Dress Goods,

AT 25 CENTS PER YARD.

Worth from 35 to 50 Cents per Yard.

### CHRISTMAS

New Year's

Is here. I have the very goods available for that time.

100 Sets of Nice Furs, at very fair prices.

2,000 Sets of Jet Jewelry, at 50 cents per set.

A Fine Lot of Ladies' Inlaid Back combs.

A Splendid Assortment of Silver Rings.

SUPERIOR Line Ladies' Belts.

A Very Fine Lot of English Spectacles.

POCKET BOOKS, Albums, Etc., Etc.

Price is no object. I want to sell.

H. E. PHELPS.

J. BAUER & CO.,

FAVORITE BAUER PIANOS.

Endorsed by 20,000 Families, Artists and Musical Critics.

The Best and Most Reliable Piano in the Market!

A FULL STOCK OF SQUARE, GRAND AND UPRIGHT PIANOS.

Also Agents for the Celebrated KNABE PIANOS.

JULIUS BAUER & CO.,

CHICAGO.

M. D. WELLS & CO.,

WHOLESALE DEALERS IN BOOTS & SHOES.

CHICAGO.

Wiley, Wickes & Wing,

FOREIGN FRUIT.

149, 150 & 152 Beale St., New York.

### THE NEW AMERICAN

THE GRATEST INVENTION OF THE PRESENT DAY.

No Holes to Thread Either Above or in the Shuttle!

It is the LIGHTEST RUNNING Machine, and can be used by those of delicate health.

It NEVER SKIP STITCHES, Break Threads or Needles, Makes but Little Noise, has the Most Room under the Arm.

If the Wheel is turned the Wrong Way, it Does no Harm, nor Break neither Thread or Needles.

It is Always Ready to Work, and can be Instantly Set from No. 200 to No. 10 Cotton.

CAN BE HAD ON MONTHLY INSTALLMENTS!

A Large Stock of ESTEY ORGANS on hand. All New Styles. The Best Organ in the World.

DAYNES & SON.

These well-known wagons were built at Little's in their factory. The extensive sales now being made at their factory, and they are the favorite wagon in Utah. They are thoroughly warranted for one year. ALL SIZES KEPT IN LARGE STOCK.

A FULL STOCK OF

HARD WOOD

Wagon Material,

First Wagon Depot South of Theatre,

SEBREE & ROBERTSON.

Z. C. M. I., East Branch

SELL the BAIN WAGON at PROVO,

At Salt Lake Prices.

Well selected, constantly on hand.

At Salt Lake Prices.

### THE EVENING NEWS.

Wednesday, Dec 30, 1874.

UTAH NORTHERN RAILROAD.

Address of Moses Thatcher at the Railroad Meeting at Boise City, Idaho.

[CONCLUDED.]

Five thousand dollars cash per mile, will, I am satisfied, cross the country and put in running order, a three feet gauge road. Therefore, \$50,000 cash, or labor and material at cash prices, will finish in good order 170 miles of road, and, if your capital stock be on that distance, \$2,500,000, or \$15,000 per mile, it will cost the holders 33 1/3 per cent. Your bonds with the interest coupons, properly guaranteed until the road is finished, would without doubt, induce capitalists to furnish the necessary iron and rolling stock. In addition to this, if not prohibited by law, you should have a law enacted, compelling the county and municipal aid, or if you deem it inexpedient, to incorporate an independent company another, and perhaps the better way would be to let our interests with those of the people of Oregon, taking as your basis the early construction of the road, from the mouth of the Snake, to the Dalles and Salt Lake Railroad.

The adoption of this plan by your people would, in my opinion, secure you the more speedy means of railroad communication, and would while accomplishing all you desire, draw less heavily on the resources of your Territory. Should this plan receive your approval, I should petition your honorable Legislature, now in session, to pass such a bill in aid of the enterprise as will fairly represent the feelings of the people regarding the matter.

You might ask them to grant a direct subsidy of \$3,000 per mile on that portion of the line to pass through your Territory. But in the present financial condition of the people here, I should consider a petition of this nature extreme folly; it would ask for what the Territory is obviously and wholly unable to perform, and if granted would do more harm than good. You can, however, guarantee, by an enactment of your Legislature, the payment of five per cent. interest per annum on \$2,000 per mile of railroad to pass through the heart of your Territory, say a distance of 300 miles, this would aggregate \$600,000, the interest upon which at five per cent. per annum would amount to \$30,000. Now I have shown you that Utah with railroads in three years increased the value of her taxable property \$11,000,000. Suppose your Territory, with railroad communication successfully established, should produce one-half that increase, or a gain of \$5,500,000 in three years. Certainly this is drawing the comparison very mildly, and it does not, in my opinion, do justice to the resources of Idaho.

But what does it show? Simply an increase of material wealth of \$5,500,000 upon which you could assess, if you chose, a tax of two per cent., producing a revenue for the Territory of \$110,000. Now, gentlemen, pause here, and after the expiration of three years, draw a balance sheet and ascertain whether the transaction has produced loss or gain. The following would be the result, viz:

Idaho Territory by her financial agents, the Legislature acting for her, to 5 per cent. interest per annum, guaranteed on \$600,000 three years, Dr. \$30,000. By increase in the revenue produced by the enterprise, Cr. \$110,000. To balance net gain in cash \$80,000.

In the every way happy and prosperous people, made so by railroad and telegraph communication with the rest of the civilized world, and you will have accomplished a work of which the people might well be proud.

You may conclude from the foregoing that either of these plans is feasible; the cost, all will admit, is very slight, but remember I have made my estimates from personal experience, and my figuring is on the basis of a three feet, not 4 feet 8 inch, gauge.

An advocate of the latter class of roads can very well understand and would object to the former gauge. The battle of the gauges is being quietly but well fought, every inch, every point is being contested. Science combined with actual experience will demonstrate, if they have not already done so, which is the most useful.

So far as my personal knowledge extends regarding the matter, I find that five material points to consider—1st—Safety; 2nd—Capacity; 3rd—Speed; 4th—Durability; and 5th—Cost.

As to the first, the case, according to my view, is a plain, guage, safe, has sufficient capacity to carry the trade alone; its line can attain speed to satisfy the demand, has been constructed with actual experience, and carry the traffic at less cost than a wider guage, I should certainly adopt it. I must confess I am unable to see the use of a four foot guage, which is not reached when a small light one with two horses can carry all the passengers as cheaply and as speedily.

I will give you a few reasons drawn from actual experience, and demonstrated beyond question by the best engineers in the world. 30 pounds iron will carry six horses, and a three feet, and fifty-six pound on the four feet 8 1/2 inch guage; the weight of the largest locomotives for the former is about 17 tons, distributed usually on four drivers and two boggy wheels—say the latter support two tons, leaving 15 tons on the six, or 2 1/2 tons on each driver. Now on the four feet, 8 1/2 inch guage, the locomotives used weigh from 30 to 60 tons, but the former weight will answer, as it is generally supported on four drivers and two boggy wheels, the latter carry four tons, that leaves 8 1/2 tons for each driver. Now, gentlemen, which will wear longer, 50 pound iron with a constant blow of 64 tons, or thirty pound with a constant blow of 24 tons? Again, the box cars of the wider road, weigh about ten tons each, and carry ten tons, a pound of dead weight against a pound of paying freight. A box car of the three feet guage weighs 4 1/2 tons, and carries 7 1/2 tons. A locomotive and train for 150 passengers on the wide road weighs one hundred and fifteen tons, on the narrow sixty-seven tons.

We have on the Utah Northern 17 ton locomotives which can draw as many as 100 tons of freight up a 100 feet grade as any locomotive on the U. P. or C. P. can draw up an equal grade on their roads with their heavier cars.

A three feet guage has sufficient capacity to carry in the same length of time all the freight and other traffic which those roads have ever carried and much more.

As to speed 35 or even 45 miles per hour can be attained, with as much safety and less wear on the road, than on the other roads—for trains being more closely controlled and therefore less liable to disastrous accidents.

To the superficial observer the necessary transfer from the standard to the narrow guage roads and vice versa would appear an objection.

But, it is the prevailing practice to transfer from the car of one company to those of another; for instance at Ogden where the Union

Pacific, Central Pacific, Utah Central and Northern have their junction, I find that about nine-tenths of the merchandise centering at that point and carried by the three former roads is transferred to the latter. The reason for this is obvious. It gives better satisfaction to each company from the fact that the condition of goods received is then and there carefully noted, and therefore reclamation for any damage which may have occurred is easy to trace to the responsible and proper company and thus, A. is not required to pay damages due from B. Now this being the rule it certainly does cost more to transfer from the standard to a narrow guage car and vice versa than from cars of equal size.

True there is often through freight in straight lots, such as machinery, wagons, &c., which are not transferred at terminal points of railroads, but continue to their destination on the same cars, but this, I believe, is the exception and not the rule. But even admitting that there is no real necessity for this transfer, the rule is still in favor of the three feet guage. I still claim that the three feet guage has sufficient advantages over the other to pay all expense arising from that cause—that is, a train of 600 tons may be freighted in a hundred miles on a narrow guage road at the same tariff rate as an equal amount of freight on the standard guage road, and will produce a net profit over and above all expenses and in excess of that produced by the latter to more than doubly pay for expense of transfer by the former.

No section of the Union should be more deeply interested in the "war of gauges" than Idaho, Utah and Montana. The distance over which the materials for their railroads must be hauled would make a tariff aggregating an enormous sum; if therefore a mile of road costs thirty feet guage only 40 cents, three feet guage required only 40 cents of thirty feet guage iron as against 85 tons of fifty-six pound iron for the standard guage, the saving in the single item of freight alone is not less than \$1,500 per mile, or a saving of \$255,000 on 170 miles.

Taking this together with forty per cent. less in cost of locomotives and cars with a like ratio in constructing, keeping in repair and operating the three feet guage, and we have a showing in their favor which cannot well be gainsayed. From October 1st, 1873 to May 1st, 1874, we constructed about thirty miles of the Utah Northern Railroad, and notwithstanding nearly half our line being new we have only employed one section man on an average for two and a half miles of road, and yet it has improved daily and is at this time in very fair condition. The usual average on the broader road is, I believe, even at fully rated, one man to each mile of road.

I think therefore, all things considered, we of the interior must look alone to the narrow system of railroads for speedy and cheap transportation. The great cost of the standard guage requires an excess of foreign capital, the interest on which will cause us to tax the resources of our Territories beyond all reason.

According to good authority the estimated cost of the standard guage of America is five per cent. on their cost. Had the three feet been adopted, the net profit on the same amount of traffic at same tariff rate would have exceeded the net profit on the standard guage by the number of miles in use would produce a saving to our country, annually of \$1,500,000.

It is worthy of notice some of the points of superiority of the guage of which I claim to be only a humble advocate. I find that the three feet guage is the most economical and best for the purpose covered with the finest timber known; the demand for such timber is enormous. The distance from Omaha to the Columbia river is 600 miles, and with a railroad in two courses of construction from either point with the view of connecting both the Oregon would be a considerable saving. Between Portland and Portland in Canada, with all this accomplished what would be the result? And would it pay?

Between Portland and Portland, according to the authority of most excellent engineers, the cost of the standard guage is \$100,000, and the cost of the three feet guage is \$50,000. The cost of the standard guage is \$100,000, and the cost of the three feet guage is \$50,000. The cost of the standard guage is \$100,000, and the cost of the three feet guage is \$50,000.

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