ORE AND BULLION RATE

Prospects for a Better Tariff Continue to Brighten Each Day of Dispute.

WILL BE A BOON FOR UTAH MINES.

Changes of Gauge on the Denver and Rio Grande Western—Simple Home Product Freight Cars.

Last week ado owners in Utah were thrown into a state of excitement over the publication of a raise in the rates on ore and bullion from Utah common points to the Missouri river. This period raise was contemplated by the action of lines doing business between Denver and the river advancing their rates to $2 on ore and $4 on bullion, which doubled the charge on such cases of freight. At the last meeting of the Transcontinental Freight association it was thought that the old rates were far too low and an agreement was entered into to double the tariff from Colorado points to the river the same as the rates were doubled in January, 1897. The change met with a protest from the business men from Utah directly affected by the change, and a request was made for a hearing before the association. He stated this morning that he had still not change the rate and that he is ready to do anything in reason through tariff from Utah common points to the river. The other lines in the association to follow the established rate until further instructions are received from the chairman. Mr. Charlton evidently that it was not understood by the members of the association that the same in rates from Colorado points would affect the Utah rate and express that in a few days the matter will be straightened out.

This will be welcome news to Utah mine owners, who would be the losers in case the rates are advanced. Though it would not occasion much serious damage of many mines it would cripple not a few and was viewed as a common calamity.

SCIPTURE QUOTING RAILWAY MEN.

Modern Applications of the Mote, Beam and Hypocrite Story.

Some time ago the trunk lines which were allowed antifreeze rates to western points under the agreement were surprised to learn that the standard lines had put into effect lower rates from Buffalo to the Pacific coast and had requested western connections to so arrange their rates as to make the same as the rates enjoyed by the differential lines. The story goes that somewhat secretly and the differential lines did not learn of the change for some time after the circulars had been sent out and a meeting was held in New York last week by the differential lines to consider the matter.

David B. Martin, manager passenger traffic of the Baltimore and Ohio railroad, and one other chairman and Charles S. Lee of the Lehigh Valley, acted as secretary. After some discussion, the following telegram was sent to General H. Daniels, of the New York Central; A. J. Smith of the Lake Shore, O. W. Ruggles of the Michigan Central, J. H. Wood of the Pennsylvania railroad, H. A. Ford of the Pan Handle, and E. O. McCormick of the Big Four, and to representatives of the Pacific coast lines for their information:

"We learn with regret that at this most important time, without conference or advice, you have arbitrarily reduced regularly established fares from common points to your terminals in Pacific coast points, and by request upon formal lines at the Pacific coast, succeeded in obtaining similar reductions to unchorted fares eastward.

"We deprecate such arbitrary action as tending to demoralize the business, called to provide satisfactory measures and unnecessarily reduce the revenues of all alike.

"We therefore, respectfully, enter this our protest against such unauthorized action as your part, supporting that in our opinion, when changes in authorized fares are contemplated, the notice should be given to all the general lines in accordance with the established usage, and would request an immediate restoration of rates as shown in effect November 10, 1898, and ask your prompt reply addressed to D. B. Martin, Baltimore, Md."

One of the first replies was received from George H. Daniels of the New York Central, and it read as follows:

D. B. Martin, Baltimore, Md.:

I think it would be an opportune time for you to read the 21st verse of the sixth chapter of the Gospel according to St. Luke.

Mr. Martin, after some difficulty found the chapter, which reads as follows:

"And why beholdest thou the mote that is in the brother's eye, but perceivest not the beam that is in thine own eye?"

Mr. Martin did a little thinking research on his own book and wired Mr. Daniels as follows:

Your telegram December 2nd. We have been guided through life by the teachings of St. Luke and fully concur that the sixth chapter and 21st verse are to the case in point, and for your personal application would advise reading the last half of verse 42 of the following. D. B. MARTIN.

The last half of the following verse reads as follows:

"Thou hypocrite, cast out first the beam out of thine own eye, and then shalt thou see clearly to pull out the mote that is in thy brother's eye."

Breaking In Gauge.

It is reported that the Denver & Rio Grande Railroad company contemplates broadening the gauge of that portion of its narrow gauge system which lies south of the Colorado, from Alamosa Ft. New Mexico. During the past year work has been going on broadening the gauge from Alamosa to the point about midway between the two points mentioned. Work on the Ft. Lewis branch, Ft. Lewis, will be pushed during the coming year. The idea has been made temporarily from the fact that the old road bed is in wretched condition and must be replaced, and the company does it better to broaden the gauge than to replace the narrow gauge equipment. It is estimated that to change the gauge of the old system will cost from one million to two and one dollar million of dollars.

To Abandon Unprofitable Trackage.

Topeka, Kas., Dec. 12—At the annual meeting of the stockholders of the Atchison, Topeka & Santa Fe railway in this city last Thursday the president of all the branch lines was expected to be certain to ask the stockholders to authorize the abandonment of the "Chicago, Kansas & Western road." was supposed.

Mr. Ripley said that the road, from an economic course, that Pleasant Ridge was doubtful as abandon every branch of the road, and that the Chicago, Kansas & Western lines will be abandoned altogether and the actual work of taking up the rails begin in Kansas. Kansas & Western railway includes 300 miles of track and comprises some 12 or 13 branch lines built during the boom in Kansas.

Railroad Notes.

George Belanjeres, the manager of the Denver week ago, is in the city.

Late Agent Agent Hudnuck, of the Midland, goes South this evening.

Mr. Lee Fox and family left for New York last evening over the Rio Grande Western.

Mr. Stock Agent Gregory of the Denver & Rio Grande came in this morning from the south of Utah.

Mr. George W. Dalrock of the general passenger department of the Rock Island, was in Salt Lake yesterday. Effective January 1, 1899.

Chief Clerk Ellerbeck of the Utah & Pacific, is laid up with a cold. The number of shops for the road. He said this morning that they would not be ready for business before Christmas.

The first of the new cars of the Salt Lake City Street Railway company built in accordance with the street ordinance, is now in the shops, and is about to be put in use. It is the first of four which were made for the Salt Lake City Street Railway.

The Rio Grande Western is at present contracting at its Salt Lake shops several simple freight cars—that are made of home product. The cars are excellent in meeting the orders for the road, using a work which the company has in operation. It is stated that the 100 new cars in all will be ordered.

Henry Warren, a brakeman on the River Line, fell from a box car at Ogden yesterday morning and broke his left leg. He was removed to St. Mark's hospital last evening, where he was given medical attention. His injuries are not serious, are not considered fatal. This morning he was reported to be resting quietly.

The Rio Grande Western today gave out the rates for the state tourist meeting at Ogden, which takes place at the Junction City December 6th. One fare for the round trip will be made on all the lines in the state. Tickets will be sold at Salt Lake City on December 20th and 21st, and at points other than Salt Lake City on December 20th and 21st, good until December 31st.

Primary Notice.

The Primary conference of the Salt Lake Stake will be held in the Assembly hall, Friday, December 16, at 2 o'clock. An interesting program has been prepared and all are invited to attend.

ELLA W. HYDE, Secretary.

The Span of Life.

Wm. Calder's company of players will appear in Marion Weaver's thrilling melodrama, The Span of Life, at the New Grand Theater for one week commencing Monday, Dec. 19. A novel that has attracted more than usual attention is to the third act, the famous Flying bridge from which the name of the play is derived, is given. Mrs. Brant and her child are taken prisoners by the villain, Ben Ali, who is supposed a leader among the Arab slave hunters. Attired as Arabs, Ben's friends take the lady and child to the bridge. Ben Ali is on Leech turns his back. Brant and his wife and child are released. They do so by a desperate ruse of a friend's rescue the chasm by means of a bridge. Ere it is reached by Brant and his wife and child, the Arabs, having been discovered, are engaged with musket volleys. This is followed by the "chase of life" from the other side of the chasm, and the bridge is cut and child cross over. The famous Dreamers have been secured for this engagement, and in addition to the thrilling wonderful bridge, introduces a number of their excellent specialties.

Alleged Embezzlement.

Night T. Schofield has entered three separate complaints against H. T. Newman in Justice Sommers's court, charging the defendant, in each instance, with embezzlement. The complaints allege the disposition of about $150 head of sheep, valued at $3.00, belonging to plaintiff. The defendant is a brother-in-law of Schofield's and Justice Sommers has been acting as judge for Schofield when the offenses occurred. The defendant was released before Justice Sommers on $500 bond and pleaded not guilty. He was released on bonds in the sum of $1,000.

Stat Ducks After Sunrise.

The case of William Nelson, who was charged some three weeks ago with violating the game law by shooting ducks before sunrise, was tried in Justice McMaster's court this afternoon. Mr. Noyes is here from Oakland, Cal., for the defense, and he is to defend the shots to attract attention.

WEATHER REPORT

Weather report showing observations at 8 p. m. yesterday:

Salt Lake—temperature, 35; temperature, 24; precipitation, 0; wind, south; weather, clear.

Salt Lake City—temperature, 36; temperature, 24; precipitation, 0; wind, 10 miles per hour, east; weather, clear.

Milford—temperature, 36; temperature, 18; precipitation, 0; wind, 10 miles per hour, west; weather, clear.

Modena—temperature, 30; temperature, 14; precipitation, 0; wind, 10 miles per hour, west; weather, clear.

Beaver—temperature, 36; temperature, 18; precipitation, 0; wind, 10 miles per hour, west