

## THE BURLINGTON ON TO SALT LAKE

A Year Hence Will Find Trains  
Running Into This City.

### SURVEYORS RUSHING WORK

Graders Will Follow Them, Closely  
Pursued by Layers of Steel—Will  
Reach Utah This Year.

While it has been generally known that the Burlington was pushing its way to Salt Lake, it has not been thought that the work to that end had progressed so far as was actually the case. A dispatch from Evanston to the Denver Post says:

"The Burlington will award the contract in a few weeks for one of the longest pieces of new road that has been constructed by that company in recent years. It will be on the extension of the Alliance and Guernsey line, now building on across the State of Wyoming toward Ogden and Salt Lake City, Utah. The contract will be for the construction of about 200 miles of grade westward from Guernsey and the completion of the same on or before Oct. 1, 1900. The several contracting firms that bid on the work are now waiting for the company to announce the successful bidder. It is believed, however, that a prominent firm of Omaha, Neb., has been given assurances that it will get the job.

"Notwithstanding the many denials of the Burlington officials relative to the extension of the Guernsey line, the work of surveying the same has gone forward steadily until there remains but a few miles on the western, or Utah end, yet to be surveyed. The fulfillment of the contract to be let shortly will carry the Burlington's Utah line as far west as the Elk Mountain not later than the end of the present year.

"After leaving Guernsey, in the northern part of Laramie county, the new line will run in a southwesterly direction and will cross the main line of the Union Pacific in the vicinity of Medicine Bow station, about seventy-five miles west of Laramie. From that point the Medicine Bow river will be followed, giving the road a water grade to Elk Mountain. From that point the line has been surveyed on through the Battle Lake and Grand Encampment mining districts of Southern Carbon county, running in a westerly direction and passing through the country of this place. Two gangs of surveyors are now in the field west of here, and it is expected that the balance of the survey into Ogden and Salt Lake will be completed in the near future.

"Whether more than 200 miles of the Salt Lake line will be built this year or not is not known, but it is believed that Elk Mountain will be the farthest point west reached by the Burlington during 1900. That the company is pushing toward the Pacific coast, well informed people have no doubt, and it is confidently expected that inside of three years the Burlington will be running trains into Oakland over its own rails.

The building of the 200 miles of road across Wyoming this year will be of inestimable value to the people of the State and the West generally. Aside from opening the rich coal fields of Elk Mountain, where thousands of miners will be at work in a few months, the road will tap a rich stock raising and agricultural country and valuable oil fields in Central Wyoming."

### ROADBED DESTROYED.

Mobile & Ohio Track Washed Away  
For Twenty-five Miles.

The flood situation around Mobile, Alabama, shows a more desperate condition today, and every hour the loss is growing greater. The Louisville & Nashville railroad, which has heretofore been free from any damage, and has been hauling the freight and passengers of the Illinois Central and Mobile & Ohio railroads for the past six days, is now a sufferer also. The bridge over the Pascagoula river four miles from Scranton was washed away last night. Between three and four hundred feet of Mobile & Ohio track has been washed entirely away at one place and where the road bed was there is a gulch five feet deep. The damage is incalculable and nearly all the roadbed for twenty-five miles will have to be reconstructed.

### HAS BROUGHT PROMOTIONS.

New Trains on Short Line Employ  
More Trainmen.

On account of the new train service that went into effect on the Oregon Short Line yesterday morning, advancement to better positions comes to a number of train men and engineers. More conductors and brakemen are needed to operate the trains, and the extra engineers required has advanced some former freight engineers to the passenger service. More engineers are also needed, but for the present there will be no firmer promotion, a number of new engineers having been secured. According to the Pocatello Tribune the freight conductors who will take passenger runs are J. Kinney, W. H. Jones, R. M. Poyer, J. H. Dwyer, P. C. McArthur, from the first district at Montpelier. The brakemen for the new trains are Paul Davis, J. H. Pritchard, Moses Cardon, S. F. Newlin, P. T. Dean and Marvin Gallagher, all of Pocatello. Extra passenger brakemen employed are Edgar A. Moyes, Chas. Fletcher and J. M. Ryan, all of Pocatello.

The extra freight conductors who will take regular crews are J. C. Edwards of Pocatello, C. G. Viny, J. R. Hartman from the fourth district at Glenn's Ferry, C. L. Conger from the first district at Montpelier, and W. L. Thompson and J. F. Barnes of Pocatello. These will go on the Boise-Huntington local run.

Jack Hiller and George W. Oliver will man the engine for the new train between Pocatello and Huntington, and Wm. Baxter and Alex. LaRose will take it from Glenn's Ferry to Huntington. H. Collipriest, formerly at Kemmerer, will pull the train between Granger and Montpelier, and Frank Hutchins of Montpelier will pull it into Pocatello. W. W. Rose, E. T. Rose, W. Y. Johnson and L. J. Hancock are four new engineers who are to go on the extra list. Brakeman A. West has been promoted to be extra conductor on the Third district, between Pocatello and Glenn's Ferry.

### TEHUANTEPEC RAILROAD.

Work Upon Its Reconstruction Being  
Pushed Through.

Work is now going on in the reconstruction of the Tehuantepec railroad across the narrowest part of Mexico and gives assurance that the road will be as solid and as permanent a character as the Vera Cruz. As the Tehuantepec road will have a grade of half per cent compensated, it will be a position to handle any traffic that can be secured on very economical

terms. At present the Panama railroad handles 30,000 tons of freight per annum, 50 per cent of which is destined for or arises at ports north of Panama. The bulk of this naturally belongs to Tehuantepec. In addition, however, the road will capture a large volume of the traffic at present carried by railroads to the Pacific coast from the Mississippi valley, and it is confidently anticipated that this railroad will be doing as large a trade as the Panama within five years from its opening.

The distance from Coahuilco to San Francisco via Salina Cruz is 109 miles less than the distance from New Orleans to San Francisco via the Southern Pacific, and the distance across the Gulf from New Orleans to Coahuilco is only 500 miles, and within a very few years there will be daily service boats between the two ports.

The new terminal ports at Coahuilco on the Mexican Gulf and at Salina Cruz on the Pacific will be ready for handling very heavy freight trade in three years from now.

Although the port of Salina Cruz may not be finally completed by that time, they will be converted into first-class ports accessible in all weather.

It is expected the Mexican isthmus route will be able to receive freight in one ocean and put it on ship on the other ocean within twenty-four hours at a total cost not exceeding \$7 or \$8 silver per ton, the present charges at Panama being nearly double.

### RAILROAD LOSS BY FLOODS.

Aggregate Amount of Damage Said  
to Exceed a Million.

The extensive rains which have prevailed over Mississippi and parts of Alabama for seven days, making the rivers rise to an unprecedented extent and overflow the lowlands are causing suffering and a loss of property never known before. Thousands of acres of farming lands have been devastated and early crops will prove a total loss. Homes have been destroyed and in some cases the occupants have lost their lives. Thousands of heads of stock have been drowned. Railroad traffic has been interrupted to such an extent that in some of the small towns there is a scarcity in food stores and fear of a scarcity in food stores are entertained. No road running through the lowlands has escaped and some have been totally blocked for two days at a time. It is thought the aggregate loss to railroads will amount to more than a million dollars.

### New Time Card.

Attention is called to the new time card which went into effect on the Oregon Short Line Sunday morning. The card is published in another column and contains some changes which should be observed by the traveling public.

### Climbed a Flat Car.

An electric passenger car on the Detroit Short Line railroad collided today south of Mount Clemens, Mich., with a flat car carrying a motor car. The motor car was forced upon a flat car. The following persons were injured: Jesse Lawrence, motorman; John Fleming, conductor; Fred Hewitt, F. J. McQueen and M. Stenon, John Harington.

Two passengers were slightly injured. Motorman Lawrence stuck to his post and succeeded in partially checking the speed of the passenger car.

### RAILROAD NOTES.

Electric headlights are going on to the best modern engines.

On yesterday Boise got its first through trains on the Oregon Short Line.

The new time table for the Oregon Short Line went into effect on yesterday morning.

In the matter of construction and preparation therefor the Burlington is, during these days, doing much "sawing of wood," and little of "saying."

It is estimated that the Russian railroad between Vladivostok and Arthur will be completed by next August. Work on the line is being prosecuted with every possible energy.

Ed. Keane, assistant general freight agent for the Baltimore & Ohio Southern, arrived here yesterday. Like many others of Salt Lake's railroad visitors Mr. Keane is out for wool.

Geo. H. Daniels, general passenger agent of the Northern Central, with a party of fellow-travelers, heard the music and services at the Tabernacle yesterday. The visitors left for Denver last night over the Rio Grande Western.

The Northern Pacific railway has leased three immense wheat warehouses to W. H. New & Co., of San Francisco, Balfour, Guthrie & Co., of San Francisco and Tacoma, and Kerr, Clifford & Co., of Portland. They will hold 2,500,000 bushels, doubling the capacity of the local wheat warehouses.

The New York Times says on good authority that George B. Reeve, the retiring general traffic manager of the Grand Trunk railway, will be succeeded by John W. Loud, at present general freight agent, and W. E. Davis, the present general passenger agent, will retire to his fruit ranch in southern California.

George Staker, a brakeman on the Union Pacific was killed near Morgan on Saturday afternoon. His body was found in the Weber river, the head bearing a bruise on one side. The manner of his death is a mystery. The prevailing idea being that he was thrown from the train by tramps. He was forty years of age and resided at Ogden.

Walter Cutting, stenographer in Supt. Mansion's office at Pocatello comes to Salt Lake City, to accept a position as stenographer in the office of Supt. Tany, of the Utah division. H. W. Groo, will take the stenographer's position made vacant by the promotion of Walter Cutting. Henry Sullivan has also resigned as night yardmaster at Pocatello and will take a freight conductor's run. Switchman W. H. Bladock has been promoted to fill the position made vacant by his resignation.

President Shonts, Supt. Williams and Traffic Manager Ross, of the Indiana, Illinois and Iowa railroad, and Vice President of the Missouri & Santa Fe railroad system, arrived at St. Joseph, Michigan, Saturday night from South Bend, Ind., over the "Three I" system in a private official car. Sunday President Shonts, accompanied by Vice President Morton, made a personal inspection of all the "Three I" buildings facing upon the St. Joseph river, and of the dock property recently purchased at the junction of the St. Joseph and the Missouri & Santa Fe.

The volume trustees of the Colorado Midland road are now advertising

Eruptions. "Like Father, Like Child." Man is the sum of his ancestors. If parents wish healthy children, let them see that they themselves have pure, rich, strong blood. No taint of scrofula, no insidious malarial, no lurking microbes or germs to be a curse to posterity. Purify the blood. Hood's Sarsaparilla is the guardian of infants yet unborn. Buy it today.

not sleep nights.

By taking Hood's Sarsaparilla I was completely cured." JENNY THOMPSON, Box 36, Oakville, N. Y.

Get only Hood's.

Work Upon Its Reconstruction Being Pushed Through.

Work is now going on in the reconstruction of the Tehuantepec railroad across the narrowest part of Mexico and gives assurance that the road will be as solid and as permanent a character as the Vera Cruz. As the Tehuantepec road will have a grade of half per cent compensated, it will be a position to handle any traffic that can be secured on very economical

## PROF. MUNYON'S Hard Rubber Pocket Inhaler.

THE GREATEST DISCOVERY OF THE AGE.

Relief Given at once,  
A Cure is Certain.  
Science  
Has  
Tri-  
umphed!

Catarrh, Asthma, Bronchitis and All Throat and Lung Diseases Can be Cured,  
COME AND SEE IT! COME AND TRY IT!

### Special Free Demonstration at

Z. C. M. I. DRUG STORE,  
112 Main Street.  
F. C. SCHRAMM'S,  
Main and First South.

Cast Aside All Other Medicines and Treatments for 24 hours and Give This New System a Trial.

It is Handy! Durable! Portable! Unbreakable! Unspillable!

In recommending this inhaler to the public we feel that we are performing a conscientious duty, and believe it will be the means of relieving much suffering and saving many lives. We do not wish to impress the public with the idea that this treatment will cure Consumption in advanced stages, but we do affirm that it will not only cure Colds, Coughs and Catarrh, but that it will also prevent Consumption, providing the lungs have not become too far consumed by disease. The anti-septic or germ-killing gas in the inhaled and diseased parts that cannot be reached by medicine taken into the stomach.

It permeates every air passage. And at once destroys disease germs. It cures through medicated and vaporized air. It cures a complete inhalation of antiseptics. It positively cures catarrh and diseases of the nasal organs. It positively cures diseases of the throat and lungs. It gives you distant cures in search of health. It is a powerful yet harmless antiseptic. It renders unnecessary any cutting, burning or cauterizing. It destroys at once the bacilli of Bronchitis and Consumption.

Its use is followed immediately by a sense of relief. It enables you to save a big doctor's fee. It is the most rational, trenchant, honest, and reliable remedy for all lung diseases. It provides an almost miraculous analgesic. It furnishes an alibi which simply annihilates disease-creating germs.

Through a little tube you inhale the healing power of the flameless gas and the healing Eucalyptus trees. You may reveal the delicate odor of cones and needles; breathe in the tonic of leaves and bark. The forests are brought to your room or your office; brought to you in the railroad car if traveling.

The Price of the Munyon Inhaler with all Medicines Complete is \$1.

For Sale at all Druggists or Sent by Mail on Receipt of Price.

### MUNYON'S HOMEOPATHIC REMEDIES.

This company has prepared specifics for all diseases, which are sold by all druggists. Each remedy is so labeled there can be no mistake. With them every mother can become the family doctor.

I will guarantee that my Rheumatism Cure will cure rheumatism in a few hours; that my Lysopoda Cure will cure any case of indigestion or stomach trouble; that 10 per cent of kidney complaint, including Bright's Disease, can be cured with my Kidney Cure; that nervous affections and diseases of the heart are controlled and cured by my Nerve and Heart Cure; that my Cold Cure will break up any form of a cold in a few hours; 57 cures for 57 ailments. Every Druggist sells them—mostly 25 cents a vial.

Write Professor Munyon for advice, which is ABSOLUTELY FREE. The most obstinate cases successfully treated in strictest confidence. "Write to Health," FREE.

MUNYON'S H. H. R. CO., 1205 ARCH STREET, PHILADELPHIA.

In London and New York the proposed sale of the entire stock of the road.

The circular says that an offer has been received from a responsible syndicate to purchase the entire stock of the Colorado Midland railway, represented by voting trust certificates outstanding July 3, 1900. Under the terms of the voting trust agreement the voting trustees have the power to sell all the stock upon the written consent of the majority in interest of the stock trust certificates outstanding at the time of the offer.

Though this approval has not yet been obtained in the legal manner, says the Denver Republican, a vigorous campaign has been made, and it is now certain that the consent of the necessary majority will be obtained readily. The offer made by the syndicate is endorsed and recommended by the voting trust, and is presented with an urgent request for favorable consideration by certificate holders.

Pocatello Tribune: It is stated that orders have been received from headquarters, directing that the work on the new depot and tank at Glenn's Ferry, Idaho, be stopped and in this connection it is rumored that the Short Line has decided to straighten its track just thereabouts so as to avoid both King hill and Medbury hill, the one just the side of Glenn's Ferry, and the other some five or six miles the other side. The proposition, as we hear it, is to start at the bend some six miles the side of Glenn's Ferry, at or near Clover creek, and run a six mile line from that point to Mountain Run, a distance of about 20 miles. This would leave Glenn's Ferry five or six miles south of the railroad and would cut out a very considerable loop and shorten the track from eleven to ten miles.

Both bad places and have been the scenes of a large proportion of the wrecks on the Short Line. The proposed cut off would, we understand, pass through a lava country but one that is comparatively level and presents no unusual difficulties for railroad building.

NEW LIBRARY BOOKS.

The following new books have been received at the public library:

MISCELLANEOUS.

Andrews—The Last Quarter-Century in the United States.

Birrell—Essays About Men and Women.

Birrell—Obiter Dicta, 2 vols.

Reber Judicatae.

Collingswood—Life and Letters of Lewis Carroll.

Hovey—Reminiscences of Julia Ward Howe.

Johnston—History of the Colonizations of Africa.

Martin—Stones of Paris, 2 vols.

Mil—International Geography (reference).

Mitchell—American Lands and Letters, 2 vols.

Pennington—Sir David Wilkie and the Scots School of Painters.

Phillips—Paolo and Francesca.

Sainsbury—Matthew Arnold.

Sargent—Reading for the Young.

Seaton—Thompson—Biography of a Grizzley.

Shoom—Sailing Alone Around the World.

Smith—Well Worn Roads of Spain, Italy and Holland.

Van Dyke—Fisherman's Luck.

Washington—Future of the American Negro.

Warder—Invisible Light.

FICTION.

Castle—Light of Scarethy.

Dunaway—From Kingdom to Colony.

Dudley—Folly Corner.

Locke—Idols.

Phillips—The Human Boy.

Shaw—Cashel Byron.

Spearman—Nerve of Folly.

Taylor—Cardinal Muecke.

Wickham—Enoch Willoughby.

Wilkins—Love of Parson Lord.

Wise—Dionne (Juvenile).

YOUNG MEN'S ASSOCIATION.

Civil service commissioners will hold an examination of applicants for the revenue cutter service, the meetings to be held in Salt Lake on May 17, 18 and 19, and will be for the selection of one cadet. Also on May 22 and 23 an examination will be had for the selection of a botanical clerk in the department of agriculture. The annual salary for the cadet is \$200, with one ration per day, and the compensation for botanical clerk is \$700 per annum.

LAND ENTRIES.

Original Homestead, April 20—Sarah L. Le wellan, Fairview, 160 acres, section 20, township 12 south, range 4 east.

John A. Woodmansee, Salt Lake, 160 acres, section 1, township 3 south, range 5 west.

## PARDONS GRANTED THREE PRISONERS

Geo. Davis, Henry Lewis and Henry Wilson Secure Their Release.

### ONE SENTENCE COMMUTED.

Lewis and Wilson Taken to Montana—  
Frank Clegg's Punishment Reduced Four to Two Years.

At Saturday's meeting of the board of pardons executive clemency was extended to one State prisoner and two county jail birds, and commutation of sentence was granted another inmate of the "pen."

George Davis, convicted of house-breaking, and sentenced by Judge Norrell January 10, 1900 to one year's imprisonment, secured his release from Warden Dow's place, on the grounds that he was a man of weak mind and that his offense was nothing more than petty larceny.

The county jail birds, in the persons of Henry Lewis and Henry Wilson, convicted of having burglar tools in their possession and sentenced on December 27th and 30th respectively to six months' imprisonment, jumped from "the frying pan, into the fire." They were wanted by the Montana authorities on the more serious charge of burglary and were pardoned in order that they might be returned to Helena and punished for their alleged crimes.

Lily Mitchell, arrested along with Lewis and Wilson, and also sentenced to six months, failed to secure a pardon, there being a doubt in the minds of the Helena officials as to whether she could be convicted in Montana. So Lily will continue to be Jalor Thomas's guest until about the middle of June.

The prisoner who received a commutation of his sentence was Frank E. Cliff, who was convicted at Heber, Oct. 18, 1898 of grand larceny and sentenced by Judge Booth to four years in the State prison. His original sentence was reduced to two years, because of his previous good character and it appearing the punishment meted out to him was rather severe. Both the trial judge and the prosecuting attorney, S. A. King, recommended the reduction of the sentence. Cliff's term will now expire about June 1st.

### OTHER CASES.

Thirteen other cases were disposed of by the board as follows:

Wilbert Baum, convicted June 30, 1899, at Heber for grand larceny, sentenced to fifteen months in prison, application for pardon denied.

George Harmon, sentenced to six months in Salt Lake county jail, January 19, 1890, for having stolen property in his possession; application for pardon denied.

Oscar Foy, sentenced at Monticello, November 23, 1898, to three years for grand larceny; continued.

George Clime, sentenced at Ogden, December 12, 1899, to one year in the penitentiary for grand larceny, application for pardon denied.

Joseph Smith, sentenced at Panguitch for one year, November 13, 1899, for grand larceny; application for pardon continued.

James J. Booth, convicted at St. George, September 14, 1896, on two counts, rape and adultery and one year in his possession; application for parole continued.

William H. Harmer, sentenced for one year at Provo, December 14, 1899, for adultery; application for pardon continued.

Lindsay B. Young, sentenced September 13, 1899, at Mant, to one year for housebreaking; application denied.

William H. Wolsey, sentenced at Kanab, November 18, 1899, to one year for grand larceny; application for pardon continued.

August Nielson, convicted of murder in the first degree at Provo, November 2, 1899, and given a life sentence; application for pardon denied.

John T. Rhoads, sentenced at Brigham City, November 13, 1899, to eighteen months for adultery; application for re-hearing continued.

### ODD FELLOWS' ANNIVERSARY.

The 51st anniversary of the Independent Order of Odd Fellows will be held in the Grand Theater at Salt Lake City, on the 20th inst. The committee in charge of these exercises expect that this anniversary will be remarkable in some respect. The military branch of the order, known to members as the Canton, is called out from all over the State, to appear in the parade in full uniform. The parade will be in the Odd Fellows' Temple, at 7 p. m. sharp. On the above date Held's military band will lead the parade and the Odd Fellows of Murray, Sandy and surrounding towns will participate. The exercises at the theater will consist of an address by the Grand lodge officers, a musical and literary program by the best talent in the city, and speeches. The principal address of the evening will be made by Senator Arthur Brown, a member of the Order of Jordan Lodge No. 2. All Odd Fellows and their friends are cordially invited to be present, and the admission is free.

### UTAH WET DOWN.

Rain Has Been General and Is Doing  
Much Good.

Director Murdock of the weather bureau says that the rainfall which commenced here on Saturday evening has been very general all over Utah, and while it has not been very heavy it has been deposited so gradually that great good to crops must result. This morning Corinne reported the heaviest precipitation there having been 7.9 inches, and Carbon county was entirely covered by about five inches of snow. Condition for all kinds of crops and fruit are now splendid.

### CIVIL SERVICE EXAMINATIONS.

Civil service commissioners will hold an examination of applicants for the revenue cutter service, the meetings to be held in Salt Lake on May 17, 18 and 19, and will be for the selection of one cadet. Also on May 22 and 23 an examination will be had for the selection of a botanical clerk in the department of agriculture. The annual salary for the cadet is \$200, with one ration per day, and the compensation for botanical clerk is \$700 per annum.

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## BARGAINS.

Special Reduction in—  
GRANITE WARE

For One Week Only  
Commencing April 20th.

### NOTE A FEW ITEMS:

EACH	EACH
6 qt. Berlin Kettles . . . 45c	11 inch Wash Basin . . . 15c
8 qt. Deep Kettles . . . 25c	2 qt. Saucepan . . . 20c
10 qt. Preserve Dish . . . 45c	3 qt. Cov'd Sauce Pot . . . 35c
2 qt. Milk Pans . . . 12c	2 qt. Pudding Pans . . . 15c

Prices on all Other Articles in this line reduced in the same proportion.

REMEMBER! THIS OFFER LASTS  
ONE WEEK ONLY.

## H. Dinwoodey Furniture Co.

## LAW FORBADE MARRIAGE. AN IMPRESSIVE FUNERAL.

A Man from Butte Wanted to Marry His  
Neice.

Last Sad Rites Over the Remains of Bishop  
Thomas Maycock.

Hundreds of People Attended the  
Funeral for the Deceased—Beautiful Floral  
Offerings—Eloquent Eulogies.

The funeral of the late Bishop Thomas Maycock was held from the Third ward meeting house yesterday noon. The house was filled to overflowing with those who loved and respected the deceased Bishop, and who went to the service as an earnest of those feelings were so numerous that the meeting house could not accommodate all of them, and the crowd reached out onto the