SALT LAKE AND OGDEN LINE.

Making Preparation for a Big Season at Lagoon.

C. B. & Q. FLOATS BONDS.

The Line from Cripple Creek to Denver Considered a Certainty by Colorado Papers.

Gen. Manager Hamburger, accompanied by Chief Engineer Vail, went over the line of the Salt Lake & Ogden railway yesterday with a view of making all improvements necessary to operating the road with the heavy locomotives lately received. In order to make the run between Lagoon and Salt Lake in thirty minutes during the coming season.

At Centerville a new station and siding is being constructed, which will do away with one of the steep hereabouts roads at what is called Pursiver Lane, which will hereafter be Centerville station. At Lagoon, sidetracks have been put in of sufficient capacity so that three trains can be accommodated there at one time. The road is being extended from Lagoon to the north end of Farmington. The dancing pavilion has been enlarged so as to furnish sufficient capacity for members to sit comfortably and watch the dancers, without occupying any of the original dancing floor. The grand stand and bleachers, which were at the bicycle track at Beck's Hot Springs, have been removed to Lagoon and are now being rebuilt as speedily as it is possible to be done. Eleven acres of ground have been acquired for this purpose west of the bowery. This will make one of the best and largest baseball grounds in the country. The grand stand and bleachers have a seating capacity of 2,500 persons.

A bridge has been built from the mainland to the island and a large fountain is being erected on the island which will contain a variety of fishes.

Since last year a bet house has been created, and a variety of flowers and shrubs therein contained will be set out when the season opens. The fishing and boating will be continue to be attractive and it is proposed to put on a naptha launch. A number of animals have been added to the menagerie and monkeys are now being shipped from Manila for Lagoon.

The fare will be as heretofore, twenty-five cents from Salt Lake to Lagoon and return, and trains will run on scheduled time without any delays as the company feel now that they have sufficient power to handle their business.

Magnus Olsen's orchestra has been engaged to play there every day during the season, beginning at 10 o'clock in the morning and including Labor day.

R. & G. THANKED

By Gen. Kimball for the Prompt Service in Moving Troops.

Gen. A. S. Kimball, depot quartermaster of the U. S. army in New York City, has sent to Lyman McCarty, assistant general passenger agent of the Baltimore and Ohio railroad in New York, a letter of thanks for the prompt movements of troops that were ticketed over the Baltimore and Ohio railroad during the past year. He says that many of these movements were made on short notice and his department had too frequently to rely upon insufficient and sometimes inaccurate data. He realized that under such circumstances the company was placed in an embarrassing position and the extraordinary efforts made by the line to give satisfactory service to every respect merited and received his fullest appreciation.

GREAT NORTHERN STOCK.

Fifteen Millions of New Bonds to be Floated.

New York, April 20.—A circular has been issued by the Great Northern railway offering stockholders the privilege of subscribing for $15,000,000 worth of new stock at par at the rate of one share of new stock for every five shares now held.

The stock is to be paid for June 22. The books close May 20 and reopen May 22.

C. B. & Q. OFFERS BONDS.

Will Sell Over $10,000,000, or Nearly Our-Fourth the Whole Issue.

New York, April 20.—The circular issued to the stockholders of the Chicago, Burlington & Quincy railroad received today offers them the right to subscribe for $10,000,000 per cent bonds at 95 and 7½ shares of stock at par for each sixty shares of stock held. The value of the rights is computed by some to be worth about five per cent.

The bonds offered amount to $18,000,000 and the capital stock to be issued is per amount to $45,000,000. The payments to be made in special payments on June 5 and September 5, but coupons will only be issued for June 1, 1899, and interest be allowed at 3 per cent. This offer in lieu of three per cent bonds is limited to June 1, 1899, and will eventually retire the bonded indebtedness of three out of the Mississippi. The line will be free from bonded payments of the Omaha Pacific Co. The present issue to take up the bonds of the Chicago, Burlington & Northern railway, the Ottawa & Fox River Valley bonds amounting to $14,000,000. The balance to be used for improvements. Stockholders who will remain in the present issue of bonds and stocks must arrange to buy or sell enough rights before subscription, to make their rights to even amount, as the company will not fractional rights. The interest on the new bonds July 1, and stocks on the new stock will be payable after September 1. The rights to subscribe expire July 1, and stocks on the new right May 5. The circular also states that the new mortgage for $50,000,000 will be issued July 1, 1899, and after July 1, 1899, with interest not to exceed 3 per cent. The present issue will carry 3½ per cent and are subject to call at the option of the company at 105 and accrued interest on any money day after thirty years, on six months' previous notice having been given.

Subscribers will be sold at Burlington rights at 5½ today.

CRIPPLE CREEK TO DENVER

Line Will be Shortened and Power Plants Will be Erected.

"The dispatch recently received concerning the information that benefits had been closed for the sale of the Colorado & Florence Creek railroad, the Midland Terminal railway and the Florence Hydraulic Power and Water Co., to a London syndicate for $3,000,000, was received with little credence in Denver," says the Rocky Mountain News, "and it is said the gentleman quoted in the dispatch stated that he had nothing of the matter. It seems now, however, that the parties chosen intend to carry out the long-mooted plan to complete an air line between Denver and the Cripple Creek district by building a connecting link between a point on the present Black Park road and the Midland Terminal line.

Several times in the past five years similar rumors have sprung up, and it was contemplated where there was so much smoke there surely must be fire.

"It would seem that the negotiations for the sale of the Florence & Cripple Creek and the Florence Hydraulic works, after a lengthy pendency, are now drawing to a head. There is now said among the Midland Terminal people in the dust, and the reason assigned is that there is a hitch in the consolidation scheme.

The combination to be formed is to be made exclusively of American capitalists. Eastern and Denver and Western capitalists being represented.

The Florence & Cripple Creek railroad is owned by Mr. Moffat and his associates. It extends from Florence to Cripple Creek and since the day it was built has paid large profits. At Florence, one of the largest reduction works in the country is situated on the line of the Rio Grande and Florence & Cripple Creek. The output of the works in gold last year was $1,700,000.

If the Midland Terminal is sold in the parcel it means the building of the original Moffat road, a short line from Cripple Creek to Denver. By a direct line there is the distance from Denver to Cripple Creek will be cut to ninety miles. It has been stated on the best of authority that the Terminal should it be purchased, will be equipped with electric wires and the overhead system of electrical power, instead of the steam locomotive. Vice President Trumbull of the Colorado & Southern is now in Europe with the object of studying and measuring the question of electricity as applied to the operation of mountain railroads.

Before his departure from Denver he gave it out that the Clear Creek Canyon and the Platte road as well as the Platte canyon district would be made electric lines if electricity was found to be more efficient than steam.

This means the building of two immense power plants. The Moffat scheme, if the work is now pending is consummated, it is said, will go through, as it is said to rest upon the deal being made in New York.

TRANSCONTINENTAL FREIGHT BUREAU.

Efforts Made to Have Office Removed to San Francisco.

Chicago, April 21.—Plans are on foot to remove the trans-continental freight bureau from Chicago to San Francisco. The matter will be brought before the meeting of the trans-continental lines to be held in New York next Tuesday. The move will not be made without a lively protest from some members of the bureau.

In all twenty-one roads are in the association, including practically all the railroads west of the Missouri river.

All the officials of the bureau are in Chicago. It is doubtful if the railroads who want to move the transfer made can carry their point.

A GREAT SALE.

Chicago, Indianapolis and Louisville Road to Change Hands.

Chicago, April 21.—The Chronicle says: Negotiations that have been on since last February for the purchase of the Chicago, Indianapolis & Louisville road, popularly known as the "Monon" line, has been brought to an end, and the property will in a few days change ownership.

The line, which extends from Chicago to Indianapolis, Louisville and Cincinnati, has been bought by a New York syndicate of which the Vanderbilts are prominent members.

Samuel Thomas, of New York, the president of the road and the controlling stockholder, has sold his stock to this syndicate which will immediately assume control. Just what amount was secured for the securities could not be learned.

BAD RAILROAD ACCIDENT.

St. Paul Flyer, Going Fifty Miles an Hour, Jumps the Track.

Aurora, Ill., April 21.—The St. Paul flyer, of the Chicago, Burlington & Quincy road, went into the ditch seven miles west of here last night, killing one man and seriously injuring several others, and wrecking the train. The accident occurred while the train was going fifty miles an hour. The engine left the track, followed by the train, which turned over. The dining car and one coach were burned.

The dead:

Charles F. Lock, Chicago, fireman, crushed under the engine.

The injured:

Wm. Clinton, Chicago, engineer, badly bruised and scalded.

C. A. Wolf, Chicago, baggagemaster, bruised about back.

J. D. Ryan, Chicago, conductor, injured internally.

A. H. F. Lough of St. Paul, was present and announced manager St. Paul & Duluth railway, was thrown through a window and badly cut and bruised about head.

The injured are at the Aurora City hospital.

SHORTLINE GIVES RATES

Fare of One and One-Fifth to University Summer School.

The rates quoted yesterday from the Rio Grande for students to the University summer school, apply also to the Oregon Short Line.

The rate from points along this line to Salt Lake City for those who attend the summer school is one fare and one-fifth.

Full fare should be paid on the going trip June 6th to July 14th, inclusive, and a certificate obtained from the agent, when certified to by F. W. Reynolds, secretary of the summer school, and presented to the agent at Salt Lake City, will secure tickets of one-fifth fare to any point on this line if presented June 25th to July 28th, inclusive. Special trains will be laid over to avoid the action of the Third district court. Mr. Nott showed to the court yesterday that there