

RAILROAD BUILDING ACROSS THE GREAT SALT LAKE.

FEW months ago the north-eastern end of the Great Salt Lake was a scene of desolation; a vivid contrast of gray sand and lead-colored water fringed with salt crystals and given over to the gulls whose weird cry and restless pinions were the only sign of life. Today all is animation. Man with ponderous machinery, flotillas of rafts, shrieking engines and cars loaded with material has invaded the primeval waste. Pile drivers keep time with the beat of the gullen waves, and the waters roll back with a resonant splash as tons of rock and carloads of dirt are dumped into the lake.

HARRIMAN RESPONSIBLE.
E. H. Harriman, the railroad magnate who sits in his palatial office on Broadway, New York, has deemed that in the interest of commerce that the trans-continental route of which the Southern Pacific is a link, needs straightening out and shortening up generally. Accordingly his engineers, who love to tackle the seemingly impossible, have invaded the waste lands and waters and are building a railroad that will mark a milestone in this latter day era of marvelous railroad construction.

AN AIR LINE.
Much has already been printed regarding the Ogden-Lucin cut-off, which when finished will be 104.5 miles in length and will save a distance of 45 miles over the present route, to say nothing about reducing the curves and grades in the process. The new line when finished will have but a maximum grade of 21 feet to the mile and all its intents and purposes will be an air line. The general public, however, has but a faint idea of the work that is going on at the present time on this vast railroad enterprise in Utah.

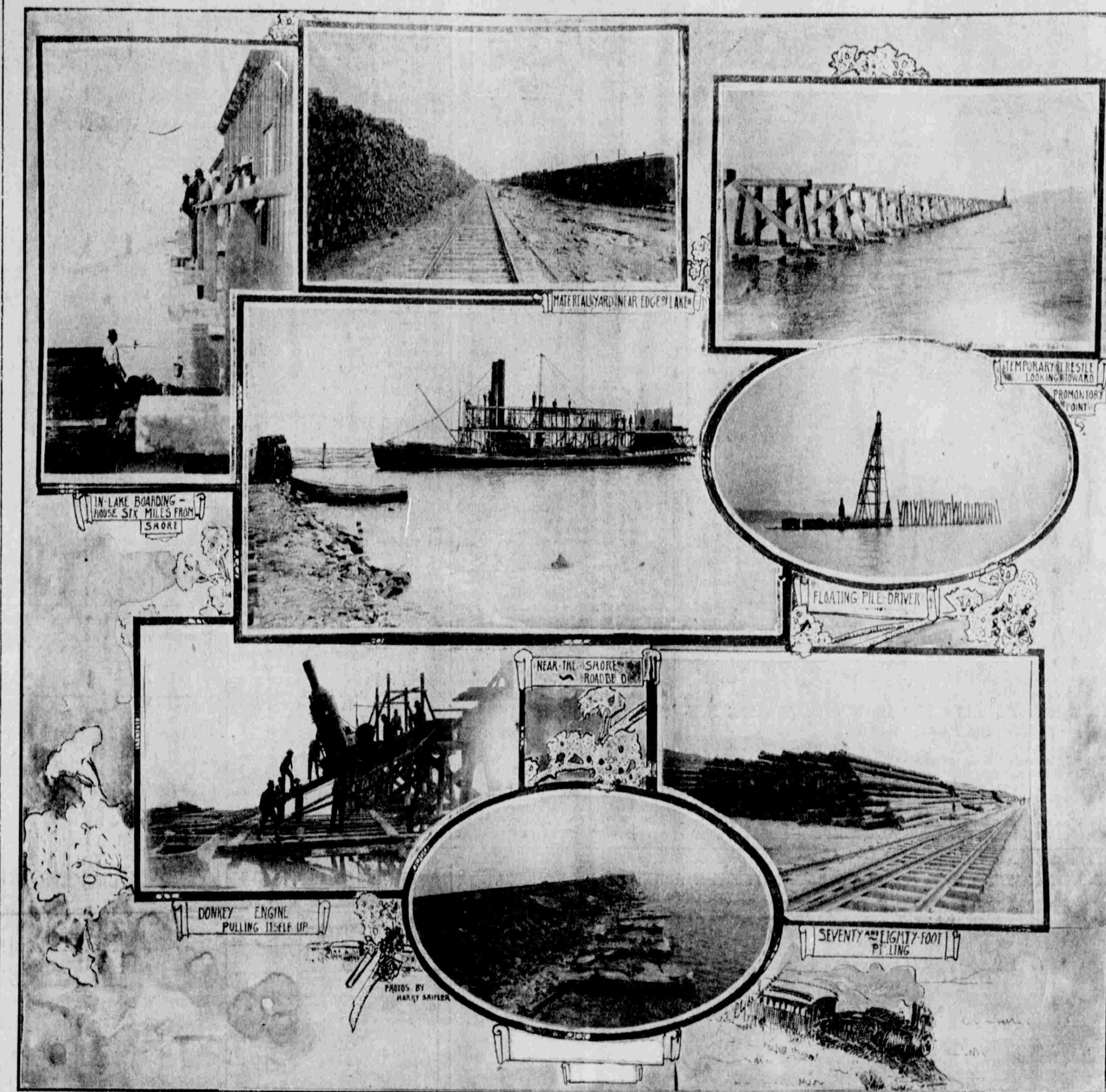
VISITORS BARRED.
During the past week a trip was made out to the scene with the result that the above photographs were taken by a "News" photographer. The trip was a very interesting one, all the more so because since two visitors were killed on the track recently all strangers including newspapermen, have been forbidden to ride on the material trains that go out from Ogden yards at stated intervals daily, or for that matter to go out to the scene of operations at all.

STEAM SHOVEL AT WORK.
On leaving Ogden the train went out over the new line that has been built to the shore of the lake leaving the main line at a point beyond the bridge and beyond the Rio Grande roundhouse. For the first six miles the line runs through ideal rural country, with ranches and farm lands on either side. After this distance has been traversed, however, the country becomes less pleasing to the eye and the alkali commences to crop up at more frequent intervals until it finally develops into a Simon pure desert. After crossing a stretch of this dreary country Little Mountain is reached where two big steam shovels are actively coughing and taking out great scoopsful of dirt and loading them on the cars to be dumped into the lake.

MATERIAL YARD.
At the lake shore the material yards and camp are encountered. Here many shingles have been put in and on them rest cars that are daily arriving to discharge their loads of ties, piles, machinery, boats, supplies and the thousand and one things that are identified with the construction of a railroad.

Near this point, or to be correct, two miles inland, an artesian well has been driven and a large tank erected. The water from this source is as clear as crystal and forms the chief supply for the 50 men and the 24 donkey engines scattered along the line, that are all day long working on this new highway for trans-continental traffic.

WATER NO GOOD.
There was an artesian well bored in the bed of the lake near the shore some five weeks ago. This, however, has not proved a success. Water was encountered and a good flow was the result. It



SCENES ON THE SOUTHERN PACIFIC OGDEN-LUCIN CUT-OFF ACROSS THE GREAT SALT LAKE, WITH NEW STEAMSHIP "PROMONTORY" IN COURSE OF CONSTRUCTION.

has remained, however, so excessively muddy to this date that it has been impossible to utilize it. Piles have been laid alongside of the track out into the lake, but owing to reasons stated the connection has not been made.

SALT CAUSES SORES.

There are several things that are not quite as the contractors anticipated. It was intended that the men working in the waters of the lake should wear rubber boots. Owing to the action of the salt on the rubber this was abandoned as the footwear became in short order practically worthless. The result is that the men go into the water at all hours during the course of their work in their ordinary attire. Those who have scratches or sores on their persons have found to their sorrow that building a railroad across the lake is not quite so picturesque as might be surmised. The result has been that a number of the hands have contracted awful sores from the action of the salt upon open wounds at all times, sores, as one man put it, "that made Lazarus of Holy Writ look like a healthy

man". Then, too, when it came to pile driving operations, the process resorted to itself into a huge gamble, so to speak. One pile would suddenly budge two inches under the strokes of the ponderous weight, others again would go clean out of sight in a couple of strokes. At some spots in the bed of the lake the crust of salt and sand would hide a stratum of soft mud that seemed to be fathoms deep.

GREATLY HANDICAPPED.

Without means of quick transportation and handicapped on every hand the engineers have set their teeth and are overcoming every obstacle in a manner that brooks no defeat.

W. E. Marsh is the engineer in charge of construction between Ogden and Reno, while J. H. Austin is the superintendent of construction on the lake cut-off.

SOME JUICY MUD.

How these two gentlemen have schemed to overcome the difficulties encountered is decidedly interesting. On reaching the lake proper, difficulty No. 1 cropped up in the form of some of

the juiciest mud imaginable. It was hidden away under an innocent blanket of sand, but the men soon found it. Planks were accordingly laid about eight feet south of the site of the permanent roadbed, then a temporary track was built on the planks and the trainloads of shale from the big Bucyrus steam shovels at work on shore were run on this track and the rock dumped over to the north side by the tons. When the water was reached the tactics were changed. Men were put to work filling bags with sand, these were placed at intervals as piers and upon them were laid timber stringers just above the water level. These bags of sand were loaded on rafts and poled to the scene by men, a very slow and tedious process.

UNLOADING MADE EASY.

The trains are used to transport the shale for the foundation. When the desired spot is reached a big Lidgerwood unloader comes into commission. A huge scraper is placed on the last car and at a given signal the engine at the head of the train begins to reel in the cable attached. In a very few

minutes the entire trainload is scraped clean and the rock is dumped into the lake at the north side.

FOUR AND ONE-HALF MILES.

Such is the process that has been going on for weeks past until today there are close upon four and one-half miles of roadbed down. Of course this is not in a finished condition, but when it is it will consist of a big fill 15 feet high and 24 feet wide above the level of the water.

READY NEXT WEEK.

It is near the end of the present work that the big boat which has been christened "The Promontory" is rapidly nearing completion. This sternwheel steamboat will be completed and put into commission by next Wednesday. It is 127 feet in length with 26 feet beam and draws but 18 inches of water. At the present there is a force of 20 Imperial boatbuilders at work on her. When completed she will have a carrying capacity of 30,000 gallons of water and in addition will tow timbers and rafts bearing machinery and supplies from one place to another along the

work.

A HUGE RAFT.

In the reproduction of the photograph which is given above it can be seen that beyond this steamboat is a huge boom of timbers which represents 1,000 carloads of material and is secured from floating away in rough weather by piles that have been driven all around the outer edge at stated intervals.

PILE DRIVING.

Beyond this point pile driving operations are going on at four places at intervals of over a mile apart. Deeper water is encountered so the engineers have changed their tactics. At the end of the track the water is about three feet deep, and here there is a pile driver at work putting in temporary trestles, four to the set and about 15 feet apart. On these trestles will be laid stringers and eventually the temporary track from whence the carloads of rock and shale will be dumped.

OPENING FOR BEAR RIVER.

The driving of permanent piles for trestlework is going on without cessation further out. The distance between

the shore and Promontory will be filled up entirely with a rock fill with the exception of about 600 feet, where there will be trestle work with the object in view of leaving an opening so that the waters of the Bear river may escape into the lake proper and not bank up.

THE HANDY DONKEY ENGINE.

The work of pile driving is performed by donkey engines, 24 of them are in use in various capacities on the lake cut-off at various points along the line, and handy affairs they are, too. In an accompanying illustration can be seen a donkey engine unloading itself from a raft. The engine has been poled on a raft to its destination where skids have been placed under it, a rope attached to an anchor on the trestle and then passed round the drum, steam turned on and the engine gracefully sailed up the side of the fill, pulling itself up.

These donkey engines lift a solid piece of iron weighing 2,840 pounds about 10 feet, then the engineer pulls the releasing rope and the weight descends upon the head of a pile beneath driving it at each stroke anywhere from 2 inches to 2 feet.

TO BE COMPLETED NOV. 1.

When the steamboat is in running order it is anticipated that work will progress much faster with the result that trains will be running across the arm of the lake by Nov. 1 on the temporary track. When this connection is made the steam shovels now waiting can be transported to the point and commence work getting out the rock and shale so that the fills can be pushed from both sides. At the present time Corey Bros. of Ogden are working on a cut at the point. They are now laboring under difficulties as all their supplies and material have to be poled across the lake on rafts, a tedious process that takes nearly all day to make one trip. There are some good springs of water there, too, but as the owner has held up the contractors and the Southern Pacific each for \$10 a day to take water from the springs, even the water is being poled across the lake in tanks placed on the rafts.

WELL TAKEN CARE OF.

The 500 men who are working at various points on the shore and on the floating pile drivers on the lake are being well taken care of. The main pile driving camp is situated some six and a half miles out in the lake on trestles and cut off from all communication from shore save by means of boat or raft. Here is situated the boarding house just finished and thrown open on Sunday last. The picture reproduced gives a good idea of the structure. Here are situated the offices for the contractors and bunks for 60 men arranged in three tiers around three sides of seven sleeping rooms, a large dining room and white cooks are also features of this establishment.

MORE TROUBLE COMING.

While it seems to the layman that the engineers have accomplished wonders in their profession as far as the work has progressed, the worst of the battle is before them. With the grade built across the arm of the lake to Promontory Point their troubles can be said to be but commencing. At this point there is a big rock cut to be negotiated and then from the shore to Strong's Knob the deepest water will be encountered and here will be the most interesting part of the whole work.

In the meantime the contractors are building southeast from Lucin to Strong's Point. The line will be one of the easiest in the country, almost a tangent and with a maximum grade of 21 feet to the mile, no bad grades to encounter, few cuts and fills and no big bridges to build and keep in repair.

THOSE RESPONSIBLE.

When completed the Lucin cut-off will be a monument to the men who planned it and carried it to a successful termination. Those responsible for the building of this wonderful piece of daring engineering are Engineer Griffiths, who made the location, William Hood, the chief engineer of the Southern Pacific, who advocated the project, and J. Kruttschnitt, the executive officer under whose direction the work is being carried on.

INDIANS' CITIZENSHIP ROLLS.

Progress of the Work of Improving the Political and Social Conditions in Indian Territory.

Washington, Aug. 25.—Secy. Hitchcock has received the report of the Dawes commission for the year just closed, which its members declare to have been the most noteworthy of any since its establishment. The report says, however, that the progress has been largely yielded to the influences of reason and time, and the five tribes are now fairly on the threshold of a new era. The enactment of legislation and the confirmation of agreements marked progress in remedying the political and social conditions of the five tribes in Indian Territory. The commission has perfected its working methods and has put into motion new lines in nearly all the branches of the work.

When the commissioners do not say that there has been great accomplishment in regard to original applications for enrollment as citizens on the part of

under the treaties or laws of these tribes.

For 13 months the commission maintained representatives in Mississippi to hear applications for identifications as Mississippi Choctaws. This party held sessions daily in Meridian, and, as it developed that it would be impossible to secure the appearance of full-blood Choctaw Indians there a journey was made to the localities in the state where the Indians lived. Much difficulty was experienced on account of the suspicious disposition of the Mississippi Choctaws. The full-blood Indian in that state is distrustful of all transactions with the United States government. He feels that he has been down-trodden and oppressed every day he has had anything to do with the government, and so looks for only detriment should he enter into relations with it now. For six years or more these Indians have been importuned by attorneys to enter into contracts for a relinquishment of a portion of what they might receive in the event of their enrollment as citizens of the Choctaw nation, and so they are not wholly to be blamed for this feeling toward the representatives of the white man's government.

It was found in nearly every instance where an application was obtained from these full-bloods that a contract of some sort had been made between the Indians and a white attorney, who had convinced them that it was necessary to secure his services in order to receive any benefit as Mississippi Choctaws. These contracts usually provide for a specific sum to be paid to the attorney upon the enrollment of the Indians, but sometimes that the attorney shall get

one-half of all these Indians may receive under the allotment of the land in Choctaw-Chickasaw country in the Indian Territory.

The construction of new lines of railroads through the Indian Territory has shown marked activity during the last year. Approximately 2,400 miles of road are either in operation or under process of construction, and when all the lines have been equipped with transportation facilities.—N. Y. Evening Post.

ENGLISH HANGING STORIES.

Another hanging story. A chaplain said to a condemned man on his last night: "You have been a bad man, a very bad man, but there is yet time for you to make a new beginning. Tell me, now, is there anything you would like me to help you in." The culprit rubbed his chin thoughtfully for a minute or two and made answer meditatively: "What about learning the planner?" We are reminded by a reader of the highwayman who was given a mug of ale on his journey to Tyburn. He blew off the foam because, said he, "it's so bad for one's health."

Two busses were traveling down Regent street in close proximity, when the conductor of the foremost one took off his badge and dangled it in the air, to the obvious annoyance of the rival driver. "What did you do that for?" asked a passenger. "Why," said the conductor, pointing a derisive thumb at the infuriated driver, "is father's 'ung'!"—London Globe.

A STRANGE MARRIAGE CONTRACT.

A unique wedding took place in Buffalo some time ago. Evidently the bride was very individual and out of the common in her views.

She was married in pink, and in all ways departed from the beaten track. The following contract evidences the same spirit:

TEXT OF THE CONTRACT.
Here is the contract in full between Alice Tower and J. H. Waggoner, duly sworn to before a notary.

and party therefore makes the reservations and agreements as follows, viz:

The said second party agrees to compensate the said party of the first part monthly in proportion to his earnings and in proportion to his prosperity with a sum equivalent to what a woman of her education and ability should receive outside the marriage relation for sustaining the relation of wife and housekeeper for said second party, and that such remuneration shall not be in lieu of dower nor affect her right of dower in any way.

That the sole title to all clothing, furniture, etc., purchased by the said party of the first part and designated as paraphernalia, ornaments and furnishings in the statutes of this state, with money furnished to her as above set forth, shall vest and remain in her own name absolutely.

The said second party agrees that the said Alice Fidelia Tower shall have an equal right in choosing their domicile. It is further agreed on the part of the party of the second part to pay over to the first party and to become here sole and separate property and earnings all moneys received or recovered by him from third parties for loss of her services as housekeeper or the loss of her society occasioned by her injury or negligence of third parties.

The said second party also agrees that if he should so far forget himself as to commit an assault and battery upon the first party, rendering her incapable of performing her household work, or carrying on her separate professional business, he will pay the said first party a sum equal (if in his power) to the loss sustained thereby.

It is further agreed by the party of the second part that whatever real property he may have at the present time and whatever real property he may acquire in the future shall be held jointly.

In witness whereof the parties hereto have set their hands and seals the day and year first above written. (L.S.)

JOHN HENRY WAGGONER, (L.S.)
Sworn to before Herman J. Arason, Notary Public.

A SAFE AGE.

The insuring of one's life is one of those things which one is most apt to put off. There are few, however, who postpone what ought to be the inevitable until so late a period in life as did the tough old smuck owner of Grimby. When he presented himself at the insurance office he was naturally asked his age. His reply was "Ninety-four." "Why, my good man, we cannot insure you," said the company. "Why not?" he demanded. "Why, you are 94 years of age." "What of that?" the old man cried. "Look at statistics, and they will tell you that fewer men die at 94 than at any other age."—London Business.