

BIRDS ASKED FOR LUCIN CUT-OFF.

Chief Engineer Hood of Southern
Pacific Seeks Proposals.

FIRST STRETCH OF TRACK

From Ogden to East Shore of Lake,
Distance of 14 Miles—All to be
in by Feb. 10.

Judging from a letter received in this city this morning from Chief Engineer William Hood, of the Southern Pacific, the Ogden-Lucin cut-off will be built across the lake despite the assurances that have been received by the "News" from responsible parties who professed to be informed otherwise.

The letter referred to is a type written request that has been mailed to all railroad contractors in this and adjoining states asking for bids on the proposed stretch of track from Ogden to the lake, a distance of 14.46 miles, and stating that all bids must be by the end of the next two weeks.

The request is as follows: "Proposals will be received by the Southern Pacific company until February 10, for grading and masonry on construction of the Ogden & Lucin railway near and westerly from Ogden station, Utah, to a point near the eastern shore of Great Salt Lake near Little Mountain, a distance of fourteen miles and four hundredths of a mile.

"The Southern Pacific company hereby reserves the right to reject any or all of said proposals, and reserves the right to accept any proposal that may be submitted to it, without reference to the prices named in any other proposal or proposals that may be submitted to it.

"Plans and specifications can be obtained from the office of the chief engineer, Southern Pacific company, 4 Montgomery street, San Francisco, California.

CONTRACTORS PUZZLED.

Local contractors are now asking themselves what the reservation clause means, and one of them stated this morning that he did not believe that he would bid on the work as it looked to him as though the request for bids was the nature of a bluff, and if there were to be any awarding of the contract that some contractor with a pull would secure the work.

"I do not know what to think of it," he said, "for it was only a few months ago that my partner went over the survey which was recently made round the south end of the lake into Salt Lake and we were all of the opinion that the Southern Pacific was coming that way, and I still believe it."

There is already some talk among the Salt Lake merchants and business men to the effect that they get together and petition E. H. Harriman to keep to his original plan of building into Salt Lake, while the opinion that if the Harriman syndicate thinks it is necessary to come to this city that the line will be built, and it is not considered, why it will be all the better for the Rio Grande Western and the Gould interests.

HUGE UNDERTAKING.

The building of the Ogden-Lucin cut-off will be a huge undertaking and will cost in the neighborhood of \$50,000. The route already set forth is taken there will be over fourteen miles to negotiate where the water averages 20 feet in depth. This will mean the building of solid masonry piers to support the girder and the bridge at stated intervals. Owing to the nature of the water, it will be impossible to use steel unless it is embedded in concrete.

SOME FIGURES.

One of the most important advantages to be gained by the new cut-off, aside from the shortening of the distance, is the reduction of the grades. On the old line a train leaves Ogden at an elevation of 4,301 feet above the sea level. A drop of about 100 feet is made in the run of the line to the Promontory, then comes the famous descent to Promontory, where the last spike was driven which joined the Union Pacific and the Central Pacific. West from this point comes a thirty-nine mile descent to Kelton, which has an elevation of 4,225 feet. Then begins the sharp drop of ten miles to the Kelton hills. From Kelton the line goes practically as the point of Kelton hill, but the forty-eight miles include a drop of about 150 feet to Torrey, a similar rise.

NEW R. G. W. TRAINMASTER.

George F. Cotter Appointed to Succeed Argyle T. Miller.

George F. Cotter, this morning entered upon his duties as train-master of the Rio Grande Western railroad, taking the place made vacant by the resignation of Argyle T. Miller.

The circular announcing the appointment of Mr. Cotter was issued yesterday a few hours after his arrival in this city.

Mr. Cotter is the latest addition to the roster of the Rio Grande system to the service of the Western road. He has the reputation of being well qualified for the important position which he has accepted.

LINE TO COAST.

Further Particulars of G. J. Gould's Proposed Plan of Extension.

In addition to that contained in the associated Press dispatch published on Saturday regarding the plans of G. J. Gould in the direction of the extension of the Rio Grande Western on to the coast the Denver News has handed further news.

Those who have been in conference with Mr. Gould at New York during the recent meeting admit that the pri-

mal subject that chafes the young financier is related to the Rio Grande property, is the absolute dependence of the road on its connections west of Salt Lake. Harriman, since his defeat by Hill, has become more automatic in his demands for connecting lines, and the belief that the condition will not in the least abate to Mr. Gould's advantage, it is his desire more than anything else to cause agitation for the new line.

The announcement of the fact that the Rio Grande is to be extended opens up a field of explanation for many moves which have been made in the past in local circles, and partly explains the willingness of the Rio Grande to part with the Colorado & Southern in the construction of the cut-off up Platte canyon, which, with the Colorado Midland and Rio Grande Western, would give a direct route between Denver and Salt Lake. It is believed an agreement has been reached between the Gould interests and the Gould faction which the two will operate in conjunction against Harriman, and that by means of the Burlington or some other connection out of Denver, the Gould lines will be able to route their traffic with Missouri Pacific and connections, would enable them to control the situation in the northern and middle part of the West.

The Burlington will, however, despite the tremendous expenditure made on that road during the past year for improvements and the \$200,000,000 to be expended in the future, still be at the mercy of two transcontinental dictators.

VIA ARIZONA.

Now Stated That San Pedro May Alter Its Route.

A dispatch from Phoenix, Ariz., says: It is reliably stated this morning that Senator Clark's agents, in view of the fact that is being made by the Harriman syndicate to close the door against his Los Angeles & Salt Lake railway, are investigating a route through Arizona.

The contemplated route is from Bartlett, via Parker, on the Colorado river, to Coconino, then to connect at Phoenix with an eastern route to Los Angeles and San Pedro, and the connection will be made with the Santa Fe, Rock Island, Texas and Pacific and other roads.

COAL BRANCH.

Experts and H. G. W. Surveyor Look Over Huntington District.

Huntington, Emery Co., Jan. 25.—Yesterday Gomer Thomas, state coal mine inspector; Wm. McDermott and C. H. Beach, the latter a Rio Grande Western surveyor, were here for the purpose of inspecting and reporting on coal mines in Huntington and Cedar Creek canyons. Unfortunately for them, but luckily for the people of this valley the first real snowstorm of the season came up, and they were compelled to return to Salt Lake without accomplishing anything. It was learned from one of the party that the H. G. W. is calculating to push a line through this valley the next season from Monticello to Salina and probably a branch or two from this line into some of the canyons here after coal.

ANOTHER TUNNEL.

New York, Jan. 27.—It has been learned that the Penna. Railroad plan for a subterranean railroad, including a second tunnel under the East river in addition to the tunnel already announced from Jersey City under Manhattan Island to Long Island, the tunnel now projected will extend from the East river to some convenient point on the mainland and will be built for the purpose of connecting the Long Island railroad with the New York, New Haven and Hartford road, thus giving the Penna. an outlet to New England. By means of this tunnel the Pennsylvania will be able to carry passengers from the extreme west to the extreme east without change of cars.

SPIKE AND RAIL.

Congratulations are now in order for Ogden.

The Huntington has commenced the erection of an eating and rooming house at Ogden.

Best Sherman, general agent of the Colorado & Southern, has returned from an extended business trip into the Northwest.

E. E. Drake, traveling passenger agent for the Rock Island, has returned from his trip into the Northwest.

J. A. Filmore, for many years general manager of the Southern Pacific, from which position he resigned some time ago, is now in Ogden, and is expected to be in charge of the Northern Pacific coast railway.

William G. Nevin, general manager of the Santa Fe railroad lines west of Albuquerque, died suddenly yesterday morning at his office in Los Angeles. The immediate cause of death was paralysis of the heart.

Old as the Pyramids

And as little changed by the ages, is Scrofula, than which no disease, save Consumption, is responsible for a larger mortality, and Consumption is its outgrowth.

It affects the glands, the mucous membranes, tissues and bones; causes buncles in the neck, catarrhal troubles, rickets, inflamed eyelids, sore ears, cutaneous eruptions, etc.

"I suffered from scrofula, the disease affecting the glands of my neck. I did everything I was told to do to eradicate it, but without success. I then began taking Hood's Sarsaparilla, and the swelling in my neck entirely disappeared and my skin resumed a smooth, healthy appearance. The cure was complete." MISS ANITA MURKIN, 915 South St., Covington, Ky.

"My daughter was almost blind with scrofula. I had derived so much benefit from Hood's Sarsaparilla that I gave her this medicine and now her eyes are cured and she is in good health. Hood's cure of scrofula and debility, and saved my life." OAK KOSKOW, Cayce, Ky.

Hood's Sarsaparilla and Pills

Thoroughly eradicate scrofula and build up the system that has suffered from it.

ROBERT BURNS HONORED.

Caledonian Society Celebrates Birthday of the Ploughman Poet.

Interesting Program Written and Recited by Charles Stewart.

Once more Scotland's humblest and greatest bard was the hero of the hour on Saturday night. The occasion was the birthday of Robert Burns, and the Caledonian society of this city assembled at the Federation of Labor hall and discoursed on the ploughman poet and followed him over his loved haunts at Ayr, Dumfries and Mauchline and through Scotland's sequestered glens all echoed to the songs of her inspired son.

There were about 200 people present and every soul was in thorough sympathy with the occasion and they therefore had a most enjoyable time.

The address of welcome was delivered by Mrs. E. Nelson, rendered the song, "Scotland," William White delivered the address to the Deity and in response David Henderson gave "The Deity's Reply." James Rae sang "The Highlandman's Toast," and Mrs. White presented the toast, "The Ladies Auxiliary," which was received with a shout. John James did himself proudly in a solo and Mrs. J. A. Little rendered a piano selection with the familiar title, "Scotland." The toast that almost precipitated a panic was that of "Robert Burns," proposed by Judge McDowell. An instrumental trio was one of the pleasing numbers and players were Messrs. Chamberlain, Wells and Morris. A ladies' quartet rendered several numbers. The celebration closed with the singing of "The Cottage Where Burns was Born" by Mrs. Crewe, who acquitted herself very nicely.

One of the most prominent features of the occasion was the excellent poem written on "Burns" by Charles Stewart and recited with considerable effect before the society last night. The composition contains the captions of many Burns' most familiar poems and is as follows:

ROBERT BURNS.

By Charles Stewart.

Hail, ploughman bard, who came minkling to cheer
Those fane increases with each passing year;
Hail, Scotia's minstrel, whose sweet-sounding lyre
Doth touch our hearts with the poetic fire;
Care steps aside upon thy natal day;
Joy reigns supreme while crying 'ho for each lay,
In thy songs the prince of minstrelsy,
Thy songs, dear Burns, are loved and sung by all.

If thy great spirit from its highest abode
Can view the scenes of earth which once it trod,
Where oft by cruel neglect and harsher wrong
With bitter anguish that proud soul was torn,
What mighty change is this thy gaze would meet!
What gladsome sounds are these thine ears should greet!
Thou, the mute that dwells in the silent night,
The songs of gladness to sweet nature's light.

Alas! that when in life misfortune's turn
Went round thy heart that "man was made to mourn,"
Thou, "Poverty's child," couldst weep and wail
Shouldst hover o'er thee on the bed of death.
The world, unheeding of thy genius bright,
Forgot thee in the darkness of thy night;
While countless thousands, with the same reverse,
Few were the friends thy last hours to cheer.

"Away with sadness," would our poet say,
Let all be gladness on his natal day;
Come, then, ye "Jolly Beggar's" singing crew,
List to their songs and watch their antics through.
Thou, "Auld Scotch" who's the dearest mirth,
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If from that gruesome scene we'er not free
Ye banks and braes o' bonnie doon, we'll see,
Or, wander by "Yarrow's" winding stream,
To muse with Mary, wair in love's sweet dream.
"Amang the rigs o' barley" we can stray
To meet sweet Annie on the moonlit way.
While love endures our senses we may try
To kiss the lassie "comin' thro' the rye."

Mayhap to sterner thoughts our minds will turn;
But let us to the field of Monkencrieff
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Yet, after all, we cannot live on air,
So let us go and dine on hammy fare;
Great Hagar's wife is honest, and we'll sing
The "Greatest Chieftain of the Puddin' Race";
Byne should the haggis prove to be o'er-saut,
Let's join in "Willie in his Peck o' Maut,"
And sing the grandest of the grandest songs,
Our poet's theme, the Brotherhood of Man.

"A man's a man" earth's tolling bellows hear,
Inspiring hope that betterment is near;
That labor, long despised, will rise in might
And sweep from earth oppressor's deadly blight.
"A man's a man" for a' that rings the knell
Of tyrants who have made this earth a hell,
Who tremble at their hearth the daily cry
"A man's a man" and tyranny must die.

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"Burns, poet-nation's pride and glory!"
May thy great prophecy, the God-like plan,
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AMUSEMENTS.

It has been decided to abandon the proposed matinee of the Chicago Symphony Orchestra at the Tabernacle Tuesday. The afternoon performance was originally arranged by Prof. Stephens for the school children of the city, who were invited to attend it free, but as Wednesday had been made McKinley memorial day in the schools, the board of education thought it would not be advisable to adjourn Thursday afternoon. The opening performance will, therefore, occur on Thursday night.

The Denver papers at hand devote half pages and full columns to reviewing the work of the orchestra in that city. Judging from the reports, the success was one of the most brilliant in the musical history of Denver.

At the theater tonight "The Pride of Jennie" company opens its engagement. The sale for "Quo Vadis" is now going on.

The advance sale for the performance of "Martha" by the Salt Lake Opera company opens at the theater on Thursday.

At the Grand tonight Al Henry and his company will play the last of their engagement which will last three nights and a Wednesday matinee.

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A rarely beautiful affair was the recital by Prof. McClellan's pupils at the theater on Saturday evening. The artistic, social, professional and amateur circles of the city were all represented, and the favorable verdict of such a critical gathering was one that both might well be proud to obtain.

Everything moved with the precision and despatch that spoke of combined taste in conceiving and skill in carrying out. The recital began at 8:20 and was over before 10, as every recital should be. No encores were allowed. Nothing on the program was ordinary, and some of the numbers were of a high class. Especially notable was the playing of Miss Lola Cochler, who came nearest to the professional line of any

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AT THE HOSPITALS.

The condition of Eugene Finley, the insane patient at the Holy Cross hospital, is such that his physician has decided to remove him to the asylum for several days yet. His mental condition is the same, and he is kept in a straight jacket to prevent him from doing himself bodily injury.

Mrs. J. Kingmore, of Idaho Falls, who was subjected to a delicate operation at the Salt Lake private hospital, a few days ago, is recovering in an encouraging manner and will be able to return to her home in a few days.

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Dr. Goldsmith B. West is in the city to take editorial charge of the new evening paper from Washington, D. C. Joseph E. West, recently of the Ogden Standard, leaves tomorrow for Milwaukee.

PEOPLE WHO ARE PASSING

"I used to think it was largely a waste of money for our Presbyterian home mission board to send much money out West for evangelical purposes," said Rev. Dr. Campbell of Parkview, Feb. 1, at the Kenyon today.

"But after traveling over the far West as much as I have within the last few months and studying the character of the people, I am convinced that I was mistaken. I shall take pleasure in recommending that more money be expended in religious work in this western country." Dr. Campbell expressed his belief that a remarkable field for evangelic work was being opened up in state prisons, and he was very glad to see the good work being done in Utah in that line.

The greeting bore the signatures of thirty representatives of 208 Chicago German societies.

At 4 p. m. the admiral will be a guest of the Illinois naval militia at dinner at the Auditorium. A review of the first ship's crew at their army will complete the day.

JUDGE DIEHL'S COURT.

John T. Diehl, the soldier who smashed a window in a lodging house at 13 Plum Alley, pleaded guilty to drunkenness and destroying property and was given ten days for his fun.

Frank Fore and Flen Mahoney, both of the fort, were charged with drunkenness and creating a disturbance on Commercial street. Officer Hoppel testified that the men tried to borrow a gun and threatened to "clean out" a house on Commercial street. Fore was fined \$5 and Mahoney \$10. A. C. Adams was assessed a \$5 for Sunday drunkenness.

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CARPETS!

Just opened up the largest line of
Carpets we have ever received—
and that is saying a great deal.
It comprises an exceptionally fine
lot of Axminsters, Weltons, Vel-
vets, Brussels, Tapestry and In-
grain. Patterns and coloring are
Exceedingly Beautiful.

AS TO PRICES
We Defy Competition.
**H. DINWOODEY
FURNITURE CO.**

EXTREME COLD IN THE EAST

Chicago, Jan. 27.—Chicago is struggling under the biting blasts of a cold wave that arrived here last night, the off-shoot of the big blizzard that has been raging in the northwest. In the last twenty-four hours the temperature has fallen 46 degrees, having touched 8 degrees below zero before the day began. As the day advanced the mercury rose