

The two men arrived there last Saturday, but Scappatura was not with them. Superintendent John Sharp did not learn of this fact until yesterday, when he sent a telegram to one of the men, asking that particulars be forwarded to him immediately. As a result he received the following:

"Superintendent Sharp:—Mr. Scappatura left Yont's Rancho, in Southern Nye County, Nev., with George Ross and myself on July 25th, for Milford. Immediately after breakfast at Quartz Springs, on the fourth day out, Scappatura shouldered his canteen of water and started out for Summit Springs, twenty-five miles distant, where we expected to camp that night. After driving an hour or two we saw him two or three miles ahead, but on arriving at the springs, about 5 o'clock in the evening, we found he had not been there. I went back to the road that crosses the Summit Springs road for Groom, and satisfied myself he had not gone that way. On returning to camp, we found the teams would not drink Summit Springs water, and having dipped Quartz Springs dry that morning, were compelled to come on to Crystal Springs for water, and at once informed one of Mr. Snow's surveying party and Mr. Gear of the missing man; also the men in charge of Elman's ranch, who promised to look after the missing man at once. Owing to delayed mail matter, which had caused me to be late in reaching Milford, I felt myself bound to come on."

It was understood that Messrs. Snow and Gear would use every endeavor to find the missing man, and the ranchmen would probably do the same. However, there was considerable anxiety as to his fate. He had been over the country several times, and there was a road well enough beaten to be easily followed, and leading to where relief could be obtained. But he was of an excitable nature, and it was feared that the excessive heat might deprive him of reason, and that he would wander about and perish. Superintendent Sharp therefore, sent a dispatch to Pioche, and this afternoon received tidings that Scappatura had been found. The answer reads:

PIOCHE, Nev., Aug. 11, 1888.

John Sharp:

News from Hiko is that Scappatura had started ahead of the team in the morning. He rested under a tree while the wagon passed unobserved. He went back to Quartz Spring, and stayed in the vicinity five days. He was found digging a rabbit out of a hole on the side hill. He was taken to Hiko, and is there now, a little flighty, it is supposed either from a touch of sunstroke or five days' starvation.

S. T. GODDE.

Hiko is a small station, about 115 miles from Milford, 50 from Pioche, and nine miles from Crystal Springs, where Mr. Standley and Mr. Rose camped the night after their comrade was lost. There is but a weekly mail from the place, and while Mr. Scappatura's friends will be greatly relieved by the news that he is among friends, they are still somewhat concerned regarding his condition.

CITY COUNCIL.

The Franchise Question Discussed but not Settled.

The City Council held a special session last evening. Mayor Armstrong presiding.

George Saxton petitioned the city to sell to him four acres situated east of Harris' rock quarry. Should the city be unwilling to sell this portion he would purchase the entire tract, consisting of about forty acres. Committee on public lands.

Messrs. Forhan and Skinner represented that the canal to bring water from Parley's Creek to this city was being constructed across their land, known as the Popper tract, without their consent having been obtained, and while they had no desire to place any impediment in the way they expected to be reimbursed by the city for the use of their lands, and asked that the matter be given immediate attention. Committee on canal.

THE MAIN SEWER.

The following communication from Engineer Lowrie was read:

DENVER, Colo.,

August 6, 1888.

Hon. Francis Armstrong, Mayor, Salt Lake: Dear Sir—I enclose herein, as I promised in my letter of the 4th, specifications to accompany the plans I then sent you for your main sewer. I am very sorry to have so long delayed you, but it was only by reason of the mislaid drawing, as I then wrote you. I have not estimated the cost of the outlet sewer at the river; it is a small affair, and I doubt not you can very closely approximate it yourselves. Please let me know of anything further you may want. We shall always be glad to receive your commands. Very respectfully,

H. O. LOWRIE.

The specifications are as follows: Specifications for a main outlet sewer, Salt Lake:

- 1.—Excavations shall be made to the lines, stakes and instructions of the engineer and so as to truly receive and firmly support the construction.
- 2.—When necessary to build up an embankment to prepare for the proper grade, it shall be solidly tamped and shall be concreted beneath the masonry, as ordered.
- 3.—The sewer shall be of the best hard burned brick, laid up in eight inch walls, with hydraulic cement mortar, in close, even joints on the inside. Such brick shall be

laid with a push joint, the area to be built on strongly-made centres, which shall not be drawn until the mortar has all set, and then only with great care, so as not to disturb the arch, which must be covered very carefully and evenly.

4.—The mortar to be made of one part of the best English Portland cement, and four parts of clean, sharp sand. It must be mixed dry, only enough water added to give the proper consistency to work properly, and must then be used before it shall have begun to set.

5.—All unfilled joints must be carefully grouted with thin cement mortar before leaving.

6.—The finished work must be everywhere covered with at least two feet of earth.

7.—All changes in direction to be in curves of forty feet radius.

8.—Manhole shafts to be built at the lower end of every curve and otherwise, every 500 feet to 1,000 feet as ordered, and the cast-iron frames and covers set as per plans.

9.—Shut connections to be set as furnished and ordered.

10.—The outlet, at the river to be made, as per plans, all in labor, timber and piles to be of sound spruce, the piles to be barked, ringed, and then drawn to refusal. No pile to be used of a diameter at the butt of less than twelve inches or less than ten inches at the small end.

11.—Concrete, when used, will be paid for by the cubic yard laid. It will be made of one part of the best cement, three parts of sand and four parts of stone, broken to pass through a two-inch ring, and washed entirely free from dirt. It must be mixed as laid, rammed in layers of nine inches, until the water rises to the top, and then not disturbed for twelve hours.

12.—All material and workmanship to be the best of its kind, to the direction, satisfaction, and acceptance of the engineer in charge.

These communications, with the one published in the News, were referred to the committee on sewerage.

There being no reports, on motion of Alderman Sharp the Council went into a committee of the whole to consider

THE FRANCHISE QUESTION.

Mayor Armstrong called Alderman McCormick to the chair and the following petitions were read:

Of Edmund Wilkes, asking for right of way for an electric road along Second South Street from the Jordan River to Fort Douglas, also northward from this line to the Hot Springs, filed August 2nd, 1887.

Of W. H. Remington, for right of way along First and Second South Streets, and north to the Hot Springs, filed May 22, 1888.

Of the Salt Lake City Railway Company, filed June 26, 1888.

In addition to these the numerous supplemental petitions which have been filed from time to time were read.

Councilor Dooley said he observed that both Mr. Remington and Major Wilkes claimed that they were going to use the Sprague motor system. He did not think it likely that two persons should have the right from the company, and as they, or their representatives, were present, he suggested that they explain the matter.

Major Wilkes then stepped forward and stated that he proposed to use the best motor in existence, which was the Sprague. He admitted that he had no authority to act for that company, but the patents were for sale, and his company

COULD PURCHASE THEM.

In his petition he had mentioned the Sprague; he would like to say instead, that he would use the best system, whatever that might be.

Mr. Murray, in behalf of Mr. Remington and his associates, said that the business men were careful always to take the right step first. In regard to the offer of Mr. Wilkes to maintain a line of electric lights along the entire route, it would cost them something like \$34,000 during the life of their franchise. He had made a visit to the east for the purpose of investigating the electric systems, and was convinced that the best system in the country was the Sprague motor, which it was their intention to use. Should the petition be granted he stated that he had the exclusive right to use the system here, and produced a formidable bundle of documents to prove his assertion. The statement was accepted, however, and the reading was dispensed with.

Several members asked if the Sprague system had been introduced in any new places lately, and Mr. Murray replied that they had secured a contract for a line in Boston, and

EXPECTED TO SECURE

one for Davenport in a few days. He then read a very lengthy report made by a committee appointed by the city of Akron, Ohio, to investigate the merits of the electric system. The committee reported that they had visited Allegheny City but the system in use there did not meet their wants. They then visited Baltimore, where the Duff system was in use, and found that it was not worth consideration. They then visited Richmond, Virginia, where the Sprague system was employed, and found that the cars ran smoothly and easily around sharp curves and up heavy grades, sometimes carrying as many as fifty passengers. The cars were lighted by electricity, and the whole system was neat in appearance and noiseless in operation, while the cars were under perfect control, and could be run at any rate of speed from just moving to fifteen miles an hour, and there was but one feeling among the people, which was strongly in favor of the system, and they recommended its adoption as filling all the requirements of Akron.

Mr. Murray then read a telegram from Chicago, stating that a contract had just been signed for the introduction of the system here. He then read from a Boston paper an address made by President Whitney to the directors of the West End Street Railway Com-

pany, in which he described the Sprague system, indorsed it as a success and recommended its adoption by the company.

Mr. Murray then read a letter from the Sprague Company in which they express their willingness to give bonds guaranteeing the success of their system. Continuing his remarks, he said that other improvements would be made with the growth of the city, among them being the paving of the streets. His company was willing to make it a condition of the franchise that when this was commenced they would

PAVE THE TRACK.

and eighteen inches on each side. He did not think any member of the Council would like to see a company bound down by conditions at the very outset which would mean financial ruin.

Councilor Young said it would seem from the documents read that but one of the petitioners had the right to use the Sprague system. It was evident that the petitions could not be granted in full, as the petitioners all asked for the same thing. He believed that if the matter was fully considered, the question might be settled to the satisfaction of all by granting the petitions in part, and he moved that an adjournment be taken until Saturday evening.

Councilor Dooley said there was very little to be done, and he did not see why it should not be done at once. He viewed the matter as something in the nature of an experiment, which should be investigated, and moved that Mr. Remington and his associates be granted permission to construct an experimental line, one mile in length, over the route named in the petition, as might be designated by the committee on streets, and if the gentlemen had the confidence in the system they claimed to have, he did not think they would refuse the offer.

Alderman Sharp asked if Mr. Wilkes' petition was to be ignored, and Councilor Dooley replied that he did not see why the street railway system could not be extended without injury to any company. There were plenty of streets. He believed the reason why the street car line did not pay better was because it was not properly managed. He was unable to see why a company should be allowed to monopolize the business. There had been considerable talk about paralleling the existing line. This would be necessary, to some extent and he saw no objection to it.

Councilor Sowles said he was a believer in rapid transit and when a company offered to guarantee a system, it was pretty good evidence of its efficiency. There was room in Salt Lake for another system, and he was in favor of taking such action as would be for the benefit of the whole city, regardless of individuals.

Councilor Roberts did not think Mr. Wilkes' petition should be ignored. According to Mr. Murray, he offered to expend over \$90,000 for the benefit of the city, and was willing to put up a forfeit to carry it out.

Alderman Sharp said that he would hesitate before voting to grant a franchise for any of these new methods of propulsion. He was not prepared to say at this time that electricity was the best method of propelling cars, and was not therefore in favor of granting one of the petitioners the right to construct

AN EXPERIMENTAL LINE.

to show how it would work. While he did not desire to do anything which might injure the present street railway company, it was admitted that the centre of town was between South Temple and Fourth South streets, and unless a right of way was given along one of those streets it would be of little benefit to any company.

The Council then adjourned until Tuesday evening.

Rich County Election.

The following is the result of the election in Rich County. The People's candidate is indicated by P, while the opposition, who styled themselves Independents, are marked I:

For County Clerk—William Rex P. 143, John Snowball I. 4, Mrs. Cheney I. 1.

For Selectman—Ira Nebeker P. 134, For Sheriff—Anson C. C. Call P. 129, Alma C. Brown I. 21.

For Assessor and Collector—Jedediah M. Grant P. 28, Alfred W. Nebeker I. 123.

For County Recorder—Alfred W. Nebeker P. 136, William P. Nebeker I. 1, John Snowball I. 2.

For Prosecuting Attorney—Aquila Nebeker P. 152.

For County Treasurer—Jas. Brown P. 134, A. McKinnon, Jr. I. 16.

For Coroner—David E. Packrell P. 153.

FROM MONDAY'S DAILY, AUG. 13, 1888.

From Prison.

Today William Williams, of Hyrum, Cache County, and James Hansen, of Brigham City, completed their terms in the penitentiary, whither they were consigned for living with their wives. Not having the means necessary to pay the fines imposed, they were compelled to remain 30 days after the term of imprisonment expired.

Burglary.

Early on Sunday morning, Henry Beckand and Dan O'Brien were arrested, on a charge of burglarizing

Schade's saloon. They had entered the place by the back door, and robbed the money drawer, getting between \$4 and \$5 therefrom. Most of the cash was found on them when arrested. They will have a hearing before Justice Pyper.

News Notes.

At Montrose, Col., on Friday, George Simmons was killed by the accidental explosion of a keg of blasting powder.

At Leadville, Col., on Friday last, a five-year-old boy was in a wagon, when the team ran away. The little fellow was thrown out and a hook of the trace caught in his left leg below the knee. He was dragged about fifty feet, and in that space the hook tore down through the muscles, to the bone, clear to the ankle. He then fell off. He is not fatally injured.

Committed to Jail.

On Saturday evening Ezra Hale was brought to this city and placed in the penitentiary, having been committed without bail. He is accused of having shot his sister's seducer, and for that is held for murder. Hendry, who was shot, had boasted of having accomplished the ruin of the defendant's sister, and when asked to do so had refused to grant her justice. At the examination before Commissioner Cross, Deputy Steele testified that the defendant told him that under the circumstances he would do the same thing. Hendry had not only boasted in the community of his infamous crime, but had done so to the woman's brother.

At Beaver.

A week ago last Thursday, a little twelve-year old daughter of Frederick Limb of this city, while playing around the yard, was tripped by a neighbor's playmate, breaking her right arm, between the elbow and wrist.

On Monday evening, the residence of Marshal Hutchings narrowly escaped being burned to the ground. It appears that Mrs. Hutchings sent her little daughter, Ella, up stairs to get a lighted lamp. Coming to the top of the stairs she let the lamp slip from her hand. It rolled about half way down and then broke. The little girl seized a bucket of water and threw on to the flames which burst up to the ceiling, setting fire to some clothes which were hanging upon the banister. The oldest daughter, Sarah, had jumped from the second floor out on to the lawn in front, but luckily had not hurt herself. By this time the mother had rushed to the scene and extinguished the flames. —*Utonian*, Aug. 10.

Death of Frances F. Reese.

The many friends of Sister Frances Fox Reese will be pained to learn of her death, which took place at 2:30 o'clock this morning, August 13, at her home in the Fourteenth Ward. Though the lady was an invalid her death was a surprise to those most intimately associated with her, and was not anticipated, even by the physician in attendance, until a few minutes before it occurred. For about eight years she has been a great sufferer, and has borne up with remarkable fortitude. For two years she was afflicted with fever and ague, which resulted in a tumor, and subsequent ulceration, which was the cause of death.

Frances Ellen Fox Reese was born in the Sixteenth Ward, this city, April 26, 1856. She was the daughter of Jesse W., Sen., and Eliza J. Gibbs Fox, and the wife of John H. Reese. She leaves one child, a boy about nine years of age. She was a lady of most estimable character, and was held in the highest esteem by all her acquaintances.

The funeral will be held on Wednesday, August 13, at 10 a. m., at the residence of her parents, No. 255 w. First South Street. Friends of the family are invited to be present.

Cache County.

Yesterday morning Mr. C. D. W. Enlmer and a party of friends were riding in a buggy just south of town, when the spokes of one of the wheels was thrown out of the hub, upsetting the inmates of the buggy. No one was hurt.

Albert, a nine-year-old son of John Comish, of Coveville, was thrown from a horse yesterday, receiving a severe double fracture of the arm at the elbow joint. He was brought to Logan for treatment, and now doing as well as possible.

On Tuesday evening, three boys in Hyde Park were arrested for disturbing the peace in a priesthood meeting. They were taken before the precinct justice on Wednesday, and two of them were fined, while the other were discharged.

Mrs. W. H. Apperley, who had been ailing for some time, suffered intensely with pain on Tuesday evening. Obtaining some medicine for the relief of pain, she took of it freely, not knowing its nature. It proved to be morphine, and the result was that on Wednesday she was very low, having to be constantly watched to prevent her from going into the sleep of death. By skilful management and the blessings of God, the critical period of the drug's power was passed over, and Mrs. Apperley is now considerably better. —*Logan Journal*, Aug. 11.

Park City Notes.

Joe Elliot died in a fit Tuesday afternoon—the result of alcoholism. He left a family in straitened circumstances.

The roof the Marsac mill caught fire yesterday morning about 7:30, and but for the timely discovery and the quick use of a few buckets of water, a disastrous conflagration might have been the result.

Thursday Dr. LeCompte was summoned to the Apex mine to attend the injuries received by timberman Gilbert, who cut four of his toes off with a broadax, while squaring a knotty piece of timber.

Thursday evening Frank Morehouse, who attends to the electric lamps, received a very severe shock at the dynamo. He was taken to his room and medical aid was summoned. Dr. LeCompte says he is a sick man, but he thinks he will soon be all right. The shock completely unnerved Morehouse and the wonder is that the result was not fatal.

Thursday afternoon E. H. Stout, who was engaged in easing timbers in the bottom of No. 2 Ontario shaft, met with an accident which fortunately did not cost him his life. He supposed the cage was far enough above him and attempted to cross the shaft on a plank. Luckily the cage slowed up near the station. It struck him in the back just above the hip. Dr. Wilson was called to attend Stout's injuries, which are painful though not serious. —*Park City Record*, Aug. 11.

\$10,000 FIRE.

The Mackintosh Sampler at Sandy Destroyed.

A few minutes before 12 o'clock on Saturday night R. Mackintosh's sampling works at Sandy, 12 miles south of this city, were discovered to be on fire. Already the flames had gained considerable headway, and the "bucket brigade" were perfectly helpless to save the mill. The ditch contained but little water, and more was turned in from the canal, thereby furnishing enough to save three small houses which were near the fire, and on which wet blankets were placed to ward off the heat. The flames of the burning building lit up the country for a considerable distance, and shot up to a tremendous height. Pieces of burning cinders were thrown fully three quarters of a mile. In about an hour from the time of the first discovery, the fire had burned itself out, and the sampler and ore sheds connected therewith were in ruins. Three freight cars on the Utah Central were also destroyed.

The morning light showed how complete had been the destruction wrought. From what can be learned the fire commenced near the engine. The office, papers, machinery, etc., were a total loss. The heat had been so intense that even the pulleys and shaftings were melted. Outside of the building a carload of coal had been unloaded a day or two before, and this burning mass added to the fierceness of the fire. In addition to the building containing the machinery, about eight rods of ore sheds, thirty feet wide, were burned. The fire was stopped by a break in the line of sheds where the creek passes through. Fortunately there was no wind, for this small gap would have been crossed, and a terribly destructive conflagration would have followed.

There were five cars standing against the sheds, on the Utah Central switch. Three of these were loaded, but were so close by the fire that the men could not loosen the brake, so they had to be left to burn. The two empty cars were moved away by the men, who were partially sheltered from the heat by the other cars. Some of the ties were also burned so that a considerable portion of the track will have to be laid anew.

The loss to Mr. Mackintosh will probably reach \$7,000, covered by insurance. The Utah Central damage will exceed \$3,000, for track and cars, the latter belonging to an eastern road. There is no definite idea as to the origin of the fire, some supposing it to be incendiary, while others think it must have been communicated from the engine room.

The flames were seen in this city, and the fire department got the hand engines ready in case a call was made, but none came. There was no telegraphic communication owing to the burning of the wires, which ran close to the sheds. Mr. Mackintosh will probably erect new works immediately.

"Spieglehausen," said the leader of the little German band to the trombone, "vat for you blays so loud? You drown der rest of dat music."

"Meisensteiner," returned the trombone, "ven I don'd blay so loud and drown der rest of dat music, ve lose money; so don'd you forget id?"

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