

BIG TUNNEL FOR WESTERN PACIFIC.

Contract to be Let Next Month
On Construction of 12-
085-Ft. Bore.

WILL COST ABOUT \$3,000,000.

It is to Penetrate the Gostue Range
At Flower Lake Pass, East-
ern Nevada.

The engineering department of the Western Pacific is now getting ready to let contracts for construction through the state of Nevada. Embarked in these contracts is a \$3,000,000 tunnel which when completed will be the second longest railroad bore in the west. This tunnel will be 12,085 feet in length, and will penetrate the Gostue range at Flower Lake pass located some distance over the eastern boundary of the Sage Brush state. The only other tunnel in the west today that exceeds this length is that of the Great Northern through the Cascade range in the state of Washington. This tunnel is approximately 16,000 feet in length.

The contract for the Western Pacific tunnel is to be let next month and a number of firms are getting busy going into details with the object in view of putting in bids. It is stated that whoever gets the contract will be required to bore through the mountain in 18 months.

Originally the surveys showed that the Gostue range could be negotiated on a one per cent grade without the tunnel. The expenditure of \$3,000,000, however, will shorten the line six and one-quarter miles, will reduce the summit 25 feet and reduce the maximum grade through the mountain from 1 per cent to 4 of 1 per cent. In order to complete this tunnel in time work will be commenced from each side and in addition two big shafts will be sunk and gangs will excavate from each in two directions, making six headings in all with 18 big gangs working every 24 hours. Work will be pushed day and night and the contractor who gets the job will be required to furnish electric light plant, air compressors and the very latest in the form of drills and time and labor-saving devices.

Chief Engineer Boggs who was in charge of the Northern Pacific tunnel, when it was constructed, has passed over the scheme, and it has been approved by President Jeffery and the executive board.

In the meantime, before active work is commenced in Nevada, it will be necessary to get the grade covered with steel from Salt Lake across the desert to the Nevada state line. The biggest part of the grade has been completed for 75 miles out on the desert, and as previously outlined, work starts Monday on tearing down houses on the west side, Salt Lake, for the track which will leave the Rio Grande Western yards and head towards Garfield where it will connect with the grade already built.

GOULD GETS ANOTHER.

Nevada Central Said to Have Been
Acquired by Western Pacific.

From sources that are seemingly reliable comes a report that the Western Pacific company has secured an option on the Nevada Central Railway, running from Battle Mountain to Austin, by means of which the Goulds expect to strike into the rich mineral belt of southern Nevada, thus affording them a shorter and more direct route than that possessed by the Southern Pacific company.

Several weeks ago, it will be remembered, the exchangers of the Nevada Central announced that extensive improvements were to be made on the line. It was stated that heavier steel would be laid, that many sharp curves would be

THE VALUE OF CHARCOAL.

Few People Know How Useful It Is In
Preserving Health and Beauty.

Nearly everybody knows that charcoal is the safest and the most efficient disinfectant and purifier in nature, but few realize its value when taken into the human system for the same cleansing purposes.

Charcoal is a remedy that the more you take of it the better it is not a drug at all, but simply absorbs the gases and impurities always present in the stomach and intestines and carries them out of the system.

Charcoal sweetens the breath after smoking, drinking or after eating onions and other odorous vegetables.

Charcoal effectively cleans and improves the complexion, it whitens the teeth and further acts as a natural and eminently safe cathartic.

It absorbs the injurious gases which collect in the stomach and bowels; it disintegrates the mouth and throat from the poison of catarrh.

All druggists sell charcoal in one form or another, but probably the best charcoal and the most for the money is in Stuart's Charcoal Lozenges; they are composed of the finest powdered Willow Charcoal, and other harmless antiseptics in tablet form or rather in the form of large, pleasant-tasting lozenges, the charcoal being mixed with honey.

The daily use of these lozenges will soon tell in a much improved condition of the general health, better complexion, sweeter breath and pure blood, and the beauty of it is, that no possible harm can result from their continued use, but on the contrary, great benefit.

A Buffalo physician in speaking of the benefits of charcoal says: "I advise Stuart's Charcoal Lozenges to all patients suffering from gas in stomach and bowels, and to clear the complexion and purify the breath, mouth and throat; I also believe the liver is greatly benefited by the daily use of them; they cost but twenty-five cents a box at drug stores, and although in some sense a patent preparation, yet I believe I get a better and better charcoal in Stuart's Charcoal Lozenges than in any of the ordinary charcoal tablets."

eliminated and that the rolling stock would be added to.

Now comes the story of the Western Pacific acquisition and there is much to confirm it.

At present the Nevada Central is an undesirable property, but extended to Manhattan, Tonopah, Goldfield, Lida and Bullfrog it would become one of the largest feeders to a trunk line in Nevada.

The matter of carrying it south is said to be feasible as it would have a valley route much of the way.

Last week a corps of surveyors was placed in the field below Austin and it was said their mission is to map out the proposed southern extension.—Reno Gazette.

MOTOR CAR SERVICE.

Union Pacific Installs Equipment on
The Kearney Branch.

The first motor car service has been installed by the Union Pacific between Kearney and Calloway making connections east and west with main line trains. The entire distance covered is 66 miles with stops at twelve stations in the good time of two hours and 50 minutes. Regular rates will prevail and a trailer accompanies the car for baggage.

This is the first branch line on the Harriman system of railroads to come under the gasoline motor car service and the experiment is being watched with a great amount of interest by railroad men all over the country.

Should it prove the success expected, it will only be a matter of a few months before the service is installed on the Cache Valley and other branch lines of the Oregon Short Line in this state and Idaho.

SALT LAKE LEASED.

J. E. Langford Secures Lake Resort
For Another Season.

J. E. Langford, who was lessee of Salt Lake Beach and the Salt Lake & Los Angeles railway last year, has signed a lease for the properties again this season. Mr. Langford states that he proposes to go out after business this summer with a vim, and with this end in view he will secure a number of attractions. The construction of a lagoon around the pavilion is now well under way, with the result that about 25 per cent of the work on the levee has been completed.

O. S. L. TIME CARD CHANGES.

Effective Feb. 18, the Oregon Short Line will inaugurate a slight change in some of the train schedules between Salt Lake and McCammon, including branches.

The Cache Valley train which has heretofore left Salt Lake at 4:40 p. m.,

will leave at 4:05 p. m. Los Angeles Limited train from Chicago will arrive at 4:25 p. m., instead of 4:05 p. m., as heretofore.

COLONIST RUSH.

The colonist rush has now set in and an indication of the travel westward is gathered from the fact that the Rio Grande today just doubled its trains, as far as Nos. 1 and 2 were concerned and pulled into Salt Lake with two sections of each.

HARRIMAN COMING.

Will Cross Continent on a Gasoline
Motor Car.

Chicago, Feb. 17.—A dispatch to the Chronicle from Philadelphia says:

All previous records attained by passenger trains will be broken next week, according to plans of leading railroad officials. A gasoline car which has been tested here will make a trans-continental trip. It will start from New York and is expected to reach San Francisco in quicker time than any road has yet been able to make by means of locomotives. E. H. Harriman, B. L. Winchell and N. C. Brill will be among the railroad officials making the trip.

SPIKE AND RAIL.

A. H. Hanson, passenger traffic manager of the Illinois Central, is due to arrive in Salt Lake in about 10 days.

F. T. Lewis, general superintendent of the dining car service of the Harriman lines, is down from Ogden today.

Work on the Hazen cut-off will be completed next week and the construction offices along the line will be removed.

The Harriman lines have put a force of 75 Japs at work in Ogden on the remodeling of the yards and placing a bridge across the Weber river.

W. W. Dickinson, traveling agent for the Vanderbilt lines, returned this morning from an extended trip in northern Idaho and Montana.

The special train carrying the Pennsylvania Golden Gate tourists, will go east over the Rio Grande this evening. There will be a special organ recital at the Tabernacle at 5 p. m. for their benefit.

"Colorado, the Playground for the Republic" is the title of a neat booklet issued by the passenger department of the Colorado Midland. Typographically it has distinct artistic merit. A portion of the publication is devoted to an illustrated tabloid guide to Salt Lake.

BOARD OF PARDONS.

Three Prisoners Fortunate in Securing
Their Release Under Parole.

The state board of pardons held its regular monthly session today and granted paroles to three prisoners. The men who were released under parole are George A. Bates, Joseph Buttery and Albert Partridge. The cases considered at the meeting today are as follows:

For Parole—E. P. Sherwood, criminal convict, convicted in Sixth district court, Beaver county; sentenced Oct. 6, 1905, to six months in Beaver county jail. Hon. Joshua Greenwood, presiding. Denied.

For Commutation—Stephen S. Simons, burglary; convicted in Third district court, Summit county; sentenced March 22, 1905, to two years in state prison. Judge Lewis presiding. Denied.

For Parole—George A. Bates, grand larceny; convicted in Third district court, Tooele county; sentenced March 4, 1905, to four years in state prison. Judge Ritchie presiding. Granted.

William L. Sparks, burglary; convicted in Third district court, Salt Lake county; sentenced Jan. 18, 1905, to three years in state prison. Judge Armstrong presiding. Continued one month.

Joseph Buttery, grand larceny; convicted in Fourth district court, Wasatch county; sentenced Sept. 18, 1905, to one year in state prison. Judge Booth presiding. Granted.

Previously Continued, for Parole—Clarence Kinney, assault with deadly weapon, etc.; convicted in Third district court, Salt Lake county; sentenced Sept. 27, 1904, to four years in state prison. Judge Lewis presiding. Denied.

For Commutation—John Quinn, robbery; convicted in Second district court, Weber county; sentenced April 17, 1904, to five years in state prison. Judge Hart presiding. Continued.

DISCUSSION ON RAILWAY RATE BILL

As Many Opinions as There Are
Members of Committee, Says
Chairman Elkins.

COURT REVIEW FEATURE CRUX

Senator Declares that Each Man is
Afraid to Bring Question to
A Vote.

Washington, Feb. 16.—"We have heard as many opinions on the railroad rate question as there are members of the committee, and each man is afraid to bring the court review feature to a vote," said Chairman Elkins today when the senate committee on interstate commerce adjourned until next Thursday without having taken a vote on a bill or considered an amendment for judicial review of orders of the interstate commerce commission.

This statement was made in the presence of Senator Dooliver and Clapp, who are contending for the Hepburn bill in the form that it came from the house. It was said in jest, but it is believed that it more nearly expressed the situation than any previous alleged authoritative announcement. The committee agreed that important amendments will not be voted on until Friday of next week.

Obviously the committee adjourned because Senator Tillman was suddenly taken ill with what threatened to be pneumonia and could not be present. Senator Elkins from Boston, asking for Florida some time next week and cast his vote in the committee.

The real reason for the adjournment is believed to be the attitude of certain Democrats in the senate, not disclosing their position on the court review feature.

Neither Republican faction in the committee was certain of the outcome, and a vote therefore was not insisted upon today. Supporters of the house bill were encouraged, however, from a telegram received today by Chairman Elkins from Senator Tillman, asking to be counted against amendment to the Hepburn-Dooliver bill if a vote was taken today.

Without taking up the question of judicial review of orders of the commission, the committee considered many amendments offered to other sections of the house bill.

Senator Carmack offered an amendment increasing the interstate commerce commission from five to nine members. This amendment was adopted by a vote of 6 to 5, as follows: Affirmative—Elkins, Aldrich, Keen, Carmack, Foster and Crane. Negative—Foraker, Dooliver, Clapp, McLaughlin and Newlands.

It was agreed, however, that Messrs. Clapp and Tillman may have their votes recorded on this amendment and this may change the result, though this is not believed likely.

Another amendment offered by Senator Carmack to the Hepburn bill, of common carriers, railroad and transportation companies for negligence, was adopted unanimously and will be incorporated in or added to the bill as a new section. The amendment is as follows:

"That any common carrier, railroad or transportation company receiving property for transportation from a person in one state at one point in another state, shall issue a receipt or bill of lading therefor and shall be liable to the holder thereof for any losses, damages or injury to such property caused by the negligence of any common carrier, railroad or transportation company to which such property may be delivered or over whose line or lines such property may pass, and in such receipt, rule or regulation shall free such common carrier, railroad or transportation company from the liability therein imposed."

It was provided, that nothing in this section shall deprive the holder of such receipt or bill of lading from any remedy or right of action which he now has under existing laws.

"That the common carrier, railroad or transportation company issuing such receipt or bill of lading shall be entitled to recover from the common carrier, railroad or transportation company through whose negligence the amount of such loss, damage or injury shall have been sustained, the amount of such loss, damage or injury, as it may be required to pay to the owners of such property."

Several amendments were suggested providing for both inclusion and exclusion of express companies and proprietary cars under the bill, but no action was taken.

Senator Foster desires that express companies shall be included and gave notice that he will call for a vote on such an amendment at the next meeting of the committee. There were also a number of amendments offered to section one of the Hepburn bill on the subject of what is known as joint routes.

No amendments were offered at the session today which had any bearing on the court features affecting rates fixed by the commission. It has been said that Senator Knox will prepare an amendment on that subject acceptable to the president, but this rumor could not be confirmed. Senator Aldrich, who represents the faction seeking to amend the bill, does not credit the report, nor does Senator Dooliver, who is seeking to have the bill passed without amendment on that subject. Senator Spooner has a plan relating to the adjustment of differences between the interstate commerce commission and common carriers respecting rates, but he is not ready to make the details public. This plan provides that when a common carrier protests against a rate fixed by the commission and seeks a restraining order, the common carrier may be compelled to pay into the courts, weekly or monthly, amounts equaling the difference between the rates established by the railroad and fixed by the commission. These payments are to be held by the courts pending the review and returned to the railroads in the event the commission's order was declared unreasonable. If the commission's order should be upheld the money held by the courts would be paid, not to the shipper, but to the producer of the commodity shipped.

Senator Spooner has not perfected the plan to his own satisfaction, but he is devoting a great deal of thought to it.

It is said that the supporters of the house bill would not order an amendment of that character for the reason that it does not suspend the operation of the commission in fixing rates, and would tend to discourage frequent appeals.

Both Republican factions express the belief that Atty.-Gen. Moody is the president's choice for adviser on the subject of pending railroad rate legislation, and that he is opposed to any amendments looking to the retrial of any case after the commission has investigated a rail rate and reported it found to be unjust or discriminatory.

INDIVIDUALS WHO SHOULD EAT ALONE

If people were dogs, then it would be permissible to snap and snarl over their food or to eat in sullen silence; it would be permissible to cast a damper over the merry spirits of children at table and chill and check the tender sympathy of their mother with their happy mood. If people were dogs, it would be permissible for the biggest dog to grab the choicest bits for himself, not caring what becomes of the rest.

People not being dogs, however, but human beings, supposedly civilized, the dinner hour should be for all the family the happiest, freest of the day. All unpleasant sights, sounds and ways ought to be banished like a pestilence during that hour. Cleanliness, light, refinement, joy and good temper should reign. If one takes let him tell merry or interesting events of the day. Let all wear clean garments and be neatly groomed then, no matter what their work is. Cheerfulness, cleanliness and refinement at table promote long life and digestion.

Long ago, in the gloomy age of asceticism, a doctor somehow got started that people must take their food in silence, perhaps to punish them for the sins they had committed just previous to taking food. At any rate, the frightful old notion got instilled into the heads of numerous fathers of families. In their own households they imposed this frozen silence. Unhappily there are still found such fathers. They ought to be put into a cell to eat alone, instead of being permitted to shed dyspepsia upon all around them. Out with them!

Again, if people were cats it would be permissible for them to lick their paws, as nature provided that cats should do. If the development theory be true, many persons have apparently brought the habit of licking their paws now transformed into fingers, down the corridors of time from the period when they were cats. Ignoring the square of linen provided for civilized man to wipe his fingers on at table, these abominable creatures revert to the cat or monkey type while they feed and take away the appetite of any well bred person near them.

Turn out the distressing person who licks his fingers at table! Provide a stall for him with the old curmudgeon and joy killer and let them alike take nourishment in solitude.

Then there is the person who takes medicine at the table. Usually the nostrum is little pills, but frequently it is a quinine powder. In plain sight of all the world, sickening to his fellow man and not ashamed, is the medicine swallowing diner. The sensitive individual who witnesses the dosing process rolls in his inward parts with nausea, but what cares the drug swallower?

Out with him likewise! Put him in a stall between the curmudgeon and the human cat. Above the dining cell of each, respectively, inscribe their names—the Human Cat, the Medicine Swallower, the Human Dog.

Next we might have a double cell, and into it should be thrust together away from the company of their fellow men the person who talks about his physical ailments at the table, particularly if these include dyspepsia, and the person who quarrels and gets into heated discussions while eating. If this latter one is not a dyspeptic already he soon will be, and he and the monster that talks about his ailments at the dinner table can fight it out together.

Rid of these fell destroyers of human peace of mind, the rest of the world will be able to dine comfortably.

KATHERINE BLADES.

The Development of the Motor Car.

Leroy Scott has an extremely interesting article in the current American Illustrated Magazine on the evolution of the automobile. He traces the development of the motor car from the time when it was made necessary by English law for a man with a red flag to walk in front of every automobile to the remarkable development of the present day and indicates the possibilities of the future. He quotes a contemporary description of the steam carriage of Goldworthy Guernsey built in 1829:

"The chimneys are fixed on the top of the hind seat, and as coke is used for the fuel, there will be no smoke while any hot or rattled air produced will be expelled by the action of the vehicle. At different stations on a journey the coach receives fresh supplies of fuel and water; the full length of the carriage is from 15 to 20 feet, and its weight about two tons; the rate of traveling is intended to be from 3 to 10 miles per hour."

Lines.

Brazil supplies half the world's coffee. In 1896 to be absent from church meant a shilling fine.

Japanese coral costs 20 times as much as the Italian kind.

The average stature of mankind increases one inch each 1,000 years.

In court dress the sultan of Johore wears diamonds worth \$12,000,000.

In mourning the violet is the only flower that may with propriety be worn.

"Shamrock" is the Arabic word for clover. It is pronounced like the Irish "shamrock."

In Peter the Great's time a noble's beard was taxed a dollar, and a peasant's 10 cents. Queen Elizabeth taxed all beards "of a growth above a fortnight" \$1.10.

Senators are not permitted to wear hats in the senate.

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Weak Lungs Bronchitis

For over sixty years doctors have endorsed Ayer's Cherry Pectoral for coughs, colds, weak lungs, bronchitis, consumption. Cures hard cases, desperate cases, old cases. You can trust a medicine the best doctors approve. We have no secret. We publish the formulas of all our medicines. J. C. Ayer & Co., Lowell, Mass.

Men's Soft and Stiff HATS!

This Season's Styles, Latest Shapes, Every one Stylish and Neat.
Because we Need the Room for Spring Arrivals—

ONE-HALF OFF.

SPECIAL ON MEN'S TIES. Good Quality Four-in-Hand Ties, 3 for 50c, Worth Double.

MEN'S HOSE For Saturday, 3 for 50c, Regular 25c a Pair. See Window.

Poulton, Madsen, Owen & Co.,

111-113 Main Street, "Where the Clothes Fit."

IN THESE CITIES AND TOWNS

The NEWS

Is Delivered Every Evening By Carriers.

All Advertisers may thus be assured that the most wide-awake and prosperous classes of people

Outside of Salt Lake

As well as within, are reading their announcements every evening a few hours after they come off the press:

Ogden	American Fork	Holiday
Provo	Spanish Fork	Union
Logan	Keyesville	Granger
Bingham	Farmington	Hunter
Brigham City	Centerville	Mill Creek
Eureka	Bountiful	East Mill Creek
Murray	Murray	Woods Cross
Payson	Sandy	Mammoth
Garland	Draper	Helper
Lehi	Taylorville	Pleasant View
	North Salt Lake Center	Superior Addition Garfield

50 per cent of the Towns above do much of their shopping in Salt Lake. Street Cars or Dummy lines running at convenient hours connect them with this City.

FROM EAST TO WEST

Feb. 15th to April 7th, we have cheap rates from Chicago, St. Louis, Kansas City, Omaha and many other points to Salt Lake City. Give us the names of your friends who are coming west and we will be glad to have our representative call on them, or we can furnish tickets here.

We Run Through
Standard and Tourist

sleepers Salt Lake City to Chicago without change. Telephones 245.

E. Drake, Dist. Pass. Agent, 100 West 2nd South St., Salt Lake City.
N. L. Drew, Gen'l Agent, Denver, Colo.

ADVERTISERS SHOULD USE THE Semi-Weekly News

If they desire to reach the people of the Western States and Territories in their Homes.

Circulation Books OPEN TO Advertisers



What Joy They Bring To Every Home

as with joyous hearts and smiling faces they romp and play—when in health—and how conducive to health the games in which they indulge, the outdoor life they enjoy, the cleanly, regular habits they should be taught to form and the wholesome diet of which they should partake. How tenderly their health should be preserved, not by constant medication, but by careful avoidance of every medicine of an injurious or objectionable nature and if at any time a remedial agent is required, to assist nature, only those of known excellence should be used; remedies which are pure and wholesome and truly beneficial in effect, like the pleasant laxative remedy, Syrup of Figs, manufactured by the California Fig Syrup Co. Syrup of Figs has come into general favor in many millions of well informed families, whose estimate of its quality and excellence is based upon personal knowledge and use.

Syrup of Figs has also met with the approval of physicians generally, because they know it is wholesome, simple and gentle in its action. We inform all reputable physicians as to the medicinal principles of Syrup of Figs, obtained, by an original method, from certain plants known to them to act most beneficially and presented in an agreeable syrup in which the wholesome Californian blue figs are used to promote the pleasant taste; therefore it is not a secret remedy and hence we are free to refer to all well informed physicians, who do not approve of patent medicines and never favor indiscriminate self-medication.

Please to remember and teach your children also that the genuine Syrup of Figs always has the full name of the Company—California Fig Syrup Co.—plainly printed on the front of every package and that it is for sale in bottles of one size only. If any dealer offers any other than the regular Fifty cent size, or having printed thereon the name of any other company, do not accept it. If you fail to get the genuine you will not get its beneficial effects. Every family should always have a bottle on hand, as it is equally beneficial for the parents and the children, whenever a laxative remedy is required.