

## H. E. HUNTINGTON TO BE PRESIDENT

Will Succeed the Late Guardian of  
Southern Pacific Interests.

### THE LOS ANGELES CUTOFF

Will be Built and Other Improve-  
ments Will be Prosecuted as  
Originally Intended.

A memorial service for C. P. Hunting-  
ton is to be held in San Francisco, Cal.,  
at 11 o'clock tomorrow morning, the  
day fixed for the funeral in New York.  
The annual report of the Southern  
Pacific for the year ending June 30th  
last, will shortly be issued. It will  
show gross earnings close on to \$57,000,  
900, the largest in the history of the  
company.

California officials say that Hunting-  
ton's death will not interfere with or  
delay any of the improvements now  
being made by the corporation, which  
includes the completion of the coast  
division route to Los Angeles, the  
straightening of the Central Pacific line  
and a reduction of its grades at a cost  
of over \$4,000,000, and a new cut-off  
route to Los Angeles from the east, by  
the way of Wadsworth, on the Central  
Pacific, the Carson and Colorado rail-  
road, Keeler and Mojave.

The San Francisco Call this morning

(Aug. 16) says it has learned from a

source that leaves no room for doubt

that H. E. Huntington will be the

new president of the Southern Pacific

company.

**HOTELS CROWDED.**

Travel to Salt Lake is Simply

Beyond Precedent.

Passenger travel to Salt Lake is the

heaviest in the history of local rail-  
roading. The hotels of the city are

crowded beyond their capacity, and

visitors are obliged to accept rooms in

apartment houses and other such

places in order to get shelter of some

kind.

Manager Hilbert of the railway hotel

at Helper says that the amount of

passenger traffic over the Rio Grande

Western is so great that the tourists

actually eat him out of house and

home. He was obliged to make a

special trip here to purchase supplies

and is in town today for that purpose.

When the Woodmen came through, Mr.

Hilbert said, he furnished breakfast

one morning to 375 persons at one time,

200 in the dining room and 175 at the

lunch counter.

In town here, in addition to the hotels

being crowded the street cars and

resort railways are swarmed with

visitors. Lagoon and Clarendon

streets are crowded with people, and

their crowds and notwithstanding the

fact that there was a circus in town

last night, all these summering

places were crowded with people.

The visits of strangers to the city

from the very best kind of advertising

for Salt Lake, and the presence

here of so many tourists is due prin-

cipally to the passenger departments

of the Utah lines. Messrs. Heintz and

Asper of the Western, Messrs. Burley

and Spencer of the Short Line, Mr. Clay

of the Union Pacific and the representa-

tives of all outside lines that have con-

nections with Utah roads are responsible

for much of this movement of

humanity toward the west, and the ben-

eficial results will be felt by Salt Lake

City and Utah generally for a long time

to come. Nearly all visitors from the

east are almost started at the growth,

development and possibilities which

they see here, and the recounting at

home of their experiences and observa-

tions in the West will produce in the

East a much better understanding of

what a grand country the West really

is, and how big is the domain of Uncle

Sam.

Now that the railroads are doing

their share towards benefiting the

town, doubtless every citizen will do all

in his power to treat well the stranger

within his gates.

**Original "T" Rail.**

The faculty of Stevens' Institute of

Technology, Hoboken, N. J., has just

sent to Andrew Carnegie, a unique gift

in appreciation of generous gifts to the

Institute. The gift is a section of an

original thirty-six pound T rail from the

Camden and Amboy railroad, en-

closed in a handsome case. The case

also contains fair samples of letters,

specifications and bills connected with

the history of the first T rail.

The piece of T rail sent Mr. Carnegie

was furnished by the president of the

Institute, Dr. Henry Morton. The rails

for the Camden and Amboy track be-

tween South Amboy and Bordentown

were rolled in 1831. President Morton

says, and were the first T rails de-

signed or made, although the vignettes

rails, produced in France several years

later, have generally been credited with

being the earliest.

**Depots Under Construction.**

The Southern railway is building a

modern freight depot at Rome, Ga. This

company and the Louisville & Nash-

ville are to build a union passenger

station at Decatur, Ala. The Deba-

ware & Hudson has finished a hand-

some passenger station at Saratoga

Springs, N. Y. The Northwestern line

is to build a brick depot at Nevada,

Ida. soon. The Philadelphia & Read-

ing is to erect a new station at Harris-

burg, Pa. The Santa Fe will build a

depot at Kingman, Ark. The South-

ern is to construct a freight and pas-

senger depot at Harmon Grove, Ga.

The Chicago, Milwaukee & St. Paul is

arranging to build a depot at Spencer,

Ida. The Savannah Union Station

company has been organized at Savan-

nah with a capital stock of \$300,000,

to build a magnificent passenger station

at that point. It is to be used by all

the lines of that city except the Cen-

tral of Georgia. The Pennsylvania has

let the contract for building its new

depot at Pittsburgh. The Austin &

Northwestern will replace their depot

at Llano, Tex., that was destroyed by

a cyclone July 15th.—Railway Jour-

nal.

**About a Ticket.**

"As my train passed one of the sta-

tions a passenger in a forward car

raised a window, and in an instant his

ticket was blown from his hands out-

doors," said a Colorado & Southern

passenger conductor last week. "The

passenger gave it up for lost, and was

very much surprised when the

baggage-master handed it to him a lit-

tle while later. It appears that when

the ticket flew through the window a

southbound train was passing. The

suction of that train, which was going

at a rapid rate, drew the ticket along

with it, and as it passed the rear end

of the southbound train, the ticket

blew in through the door of the smok-

ing car, and was there found by the

baggage-master upon the car floor as

he was making a tour of the car."

**SPIKE AND RAIL.**

Western railroads are in sad need of

more freight cars.

H. F. Nevins of the Denver & Rio

Grande has returned from the south.

President Hurt of the Union Pacific

is inspecting the work on some of the

line changes on the western divi-

sion.

The death of President C. P. Hunting-

ton of the Southern Pacific will not

have the effect of suspending operations

on the road improvements and lake

cut-off now being prosecuted and in

contemplation.

General Passenger Agent Heintz of the

Western is proud of the Heiber branch

of the road. The business being done

on the scenic route is very gratifying.

People of Salt Lake and vicinity do

not know what it is to be seen on a trip

over that piece of line, otherwise the

use of more passenger cars would be-

come a necessity.

Missed day at Saltair on Satur-

day will be a big one, for the excursion

is to be a State affair. Today and to-

morrow there is an extended being

held at Spanish Fork and the people

who are in attendance upon those con-

tests will come to Salt Lake on Satur-

day. A program has been arranged

for the evening at the beach. Members

of the Tabernacle choir went to Span-

ish Fork today to attend the extend-

ed.

In view of recent occurrences in some

railroad quarters, it is interesting to

recall that the "as foretold" Salt Lake

paper said this day just a little while

ago: "There is another report abroad

that General Agent Lathrop of Port-

land is to come to Salt Lake. Beyond

what was told in the Tribune weeks ago,

there is nothing new in the matter of

the consolidation of Union Pacific

agents at this place."

The new tourist sleeper which will

run from Chicago to San Francisco

and Los Angeles via the Illinois Cen-

tral, Rock Island, Denver & Rio Grande,

Rio Grande Western and Southern Pa-

cific, will run in the schedule: Leave

Chicago Friday at 11:15 p. m., and ar-

rive in Pueblo at 11:15 a. m. Saturday;

San Francisco, 4:15 p. m. Tuesday; and

Los Angeles 1:20 p. m. Wednesday. Re-

turning, it will leave Los Angeles 12:40

p. m. Friday and reach Chicago at 10:20

a. m. Wednesday.

In the construction of the Sherman

Hill tunnel, one of the principal pieces

of improvement work being done on the

Union Pacific this side of Cheyenne, the

work is being continuously prosecuted

by a change of men at four breaks

of the drifting operations. A shaft has

been sunk from the top of the hill down

to the point of level of the tunnel and

gangs of men work from each side of

the shaft towards the outside of the

mountain, while from both sides of the

hill are men working towards those

who are drifting out. By this means

the work is expected to be completed

this fall, and in addition, the shaft will

be used as a ventilator for the tunnel

when it shall have been completed.

**AMUSEMENTS.**

Tonight at the Theater an entertain-

ment for the benefit of the Day Nursery

and the Orphan's Home will be given.

The affair is in charge of a committee

of ladies who are charged to have

sold a large number of seats by sub-

scription. Mr. Goddard is in charge of

the program, which includes the names

of the leading musicians of the city.

**PERSONAL.**

State Senator I. K. Wright is here

from Richfield and will remain for a

few days.

Among the visiting Woodmen is A. B.

Keith, editor of the Pacific Woodmen,

the official organ of the Pacific juris-

dition.

George E. Blair and George W. That-

cher left here this morning upon a

trip to Cache county.

Dr. Thomas E. Green, rector of Grace

Episcopal church of Cedar Rapids, Iowa,

stopped at the Knutsford last night.

Benner X. Smith has returned from a

trip through Colorado.

Cullen-J. H. King, Colorado; Jerome

Wells, Omaha; W. M. Setler, Pittsburg;

W. H. Tabodie and wife, Cincinnati;

Mrs. Estella McChrystal, Eureka; R. D.

McEnery and wife, Eureka.

D. Foster Cliff and Mrs. Cliff are vis-

itors from the Garden city today.

White-J. F. Kennedy, Butte; John

M. North, T. A. Burkman, Frank Vis-

itors, Arthur Winchell, W. Daniels, Ed.

Levens, P. C. W. Ward, Price; J.

Thompson, P. C. Christensen, Green

River; Mrs. Rose Marshall, Tooele; D.

W. Scribner and wife, Chas. Hoxer,

Ogden; Chas. Brown and family, Eureka;

Charles Adair and wife, Iowa; H. R.

Roberts, Castlegate; C. H. Ward, Bing-

ham.

A. W. Forman and wife and Miss For-

man are down from Bingham and