RAILWAY AND MINE.

The Proposed Denver Short Line to Salt Lake.

THE ONTARIO MILL SHUT DOWN.

Notes of Work at Bingham.—At Fish Springs.—Items from Various Points.

The building of the Denver Short Line railway is again being brought to public attention, and the suggestion made that it would make a splendid east end connection with the Salt Lake and Pacific, inasmuch as the contribution would shorten the distance of railway travel between Denver and the coast from 500 to 400 miles.

Captain E. P. Berthoud, of Golden, Colorado, who, with Governor Gilpin, has been an advocate of the Short line route for many years, has just issued a pamphlet giving information regarding the route and cost of the road to this city.

The proposed route is from Denver west through Clear Creek canyon, piercing the range above the Empire by a tunnel some 6000 feet in length into and through Middle park, by Gore pass or Grand River canyon to head of Bear river, thence southwesterly down White to Green river, thence west up Uintah and Duchesne forks and Strawberry valley to overland pass in the Wasatch, thence by Daniel's creek and Provo river to Provo, and then north to Salt Lake City, and if desired to Ogden. The distance between Denver and Salt Lake on this line is 465 miles.

By this route, which is far preferable to either of the other lines now in operation as to grades and curvatures, a saving in distance is effected over the Union Pacific of 194 miles; over the Denver & Rio Grande and Denver & Rio Grande Western of 270 miles, and over the Midland of 211 miles.

Captain Berthoud has made a careful reconnoissance of the whole route, and after careful estimates declares that the road can be built in the most substantial manner ready for traffic at a total cost of $3,892,193, or a total cost per mile of $25,301.81. This estimate provides for the roadway to be thoroughly ballasted and rolled, no open culverts or bridges, all bridges to be made of stone, iron or steel, no wooden trestle bridges, and guard rails on all heavy curves and bridges. It also provides for the best pattern of rails, switches, frogs, fish plates and chairs, screw-bolts instead of spikes on all curves and gauge-rods; rails to be steel, seventy-five pounds to the yard on main line and sixty-five pounds on the side tracks.

WILL BE OUT OF WORK.

The closing down of the Ontario for repairs will reduce the working force of the company's men about 200 for the thirty days that will elapse while the furnaces are being rebuilt. This means a lay-off for that time of a majority of men employed at the mine, as well as those who have been engaged at the mill. This augmentation of the force of unemployed men at Park City will have quite an effect on the camp for the next month or more, but it is expected that when the mill is ready to resume operations that the number of men engaged will be increased.

PARK "RECORD" PICKINGS.

The machinery for the Park City sampling mill is expected to arrive any day. The building is nearly completed, and the foundations will be ready for the machinery when it arrives.

Jerry Richardson is perfecting arrangements to move his concentrating mill from Thayne's canyon to Woodside, with the view of working the old Crescent dump. He is anxious to get to work, but can do nothing until the snow gets off so that a proper site may be picked out. He anticipates a prosperous summer's work, being positive that the old dump will pan out rich.

No. 1 side of the Ontario mill was hung up Wednesday morning and the work of rebuilding the furnace is now going forward. When that is completed and other parts of the mill repaired the whole will be closed down and connections made with the gas generator, after which gas will be used for drying and roasting ores. When the gas connections are made No. 1 side will be started up and No. 2 put through a course of repairs, and when the mill is again in full swing it will be in most excellent condition and will undoubtedly do thorough work.

The Ontario tunnel is in bad ground again and progress is very slow. The ground being cut is lime and porphyry mixed and is quite soft and very hard to hold, especially with the large volume of water that is now coming from the face. It was thought for a while that all soft and bad ground had been left behind and that future progress would be smooth sailing. The driving of the Florence tunnel is certainly being accomplished under many difficulties.

The Crescent tramway engine was taken from its winter quarters Thursday and is now being thoroughly overhauled. The old scales have been taken out and will be thoroughly cleaned and repaired and a new floor placed. The tramway has been cleared of snow in the mine, but the weather has been so bad and so much new snow has fallen that more shoveling will have to be done, there being over a foot of fresh snow in several points on the road. The company is anxious to get to work and the present stormy weather is a great inconvenience.

While many of the mines of Park City are resuming operations and a number of men being put to work, still the *Record* would admonish all miners in other camps to keep away from the Park, for there are hundreds of idle men here waiting for employment. The time may shortly come when there will be a demand for more men than are now here, but at the present time the supply is decidedly in excess of the requirements.

The negotiations that have been so long pending between the Crescent and Alliance mining companies, whereby the former will be allowed to extend the latter's tunnel into Crescent territory, have practically been closed, the papers having been signed by President H. H. Withey and forwarded for the signatures of the officers residing in Utah. The contract calls for the settlement and withdrawal of all suits at law now pending between the two companies, and provides that the Alliance people shall place their tunnel in thorough repair as regards machinery, air piping and timbering. As soon as the contract was signed by Mr. Withey and forwarded, new air piping was at once ordered and will soon be here. George Norman, the old foreman for the company, arrived in the Park Thursday morning and will take charge of the repairs, which will require about ninety days to complete. When the tunnel is pronounced in first-class shape the Crescent will take charge, put in a strong force and continue the tunnel until it reaches a point underneath that company's big incline shaft.

BINGHAM "BULLETIN" BITS.

Charles Millmer was out from the city Tuesday looking after his concentrating mill. He informed us that that plant would be started up again in about two weeks.

The Finns operating part of the Montezuma ground have about thirty tons of first-class galena ore on the dump which they will consign to the valley smelters about the 10th inst.

Messrs. McGuire & Grobe, lessees and operators of the Kikenny, one of the properties owned by the Turngren Mining companies, are pushing development work on that property and their prospects are quite encouraging.

J. P. Johnson, lessee of the old Tewaubic mine, continues work on that property and is being handsomely remunerated for his labor. He sent in a carload of extra high-grade ore to the Cowling sampling works the first of the week.

The Lead mill, after receiving a few repairs, was started up with a full force Wednesday morning, and it does the people of the camp good to hear its chime whistle once more. A 600-ton lot of ore from the Highland mine is being treated first.

In driving the tunnel to tap the shaft on the Leona mine, the owners have encountered a very promising body of low-grade ore. Several feet will have to be driven yet before the shaft is tapped, in the bottom of which they have a fine chute of high-grade carbonate and galena ore.

Messrs. Gregerson & Owens are doing steady work on the Lucky Boy mine, and though shipments from that property are not as frequent as from some of the other producers of the camp, they count when they are made, for the products of the Lucky Boy are very high-grade. The operators sent a twenty-ton lot to the Pioneer sampler this week.

D. W. Tuttle made a careful reconnoissance of the whole route, and after careful estimates declares that the road can be built in the most substantial manner ready for traffic at a total cost of $3,892,193, or a total cost per mile of $25,301.81. This estimate provides for the roadway to be thoroughly ballasted and rolled, no open culverts or bridges, all bridges to be made of stone, iron or steel, no wooden trestle bridges, and guard rails on all heavy curves and bridges. It also provides for the best pattern of rails, switches, frogs, fish plates and chairs, screw-bolts instead of spikes on all curves and gauge-rods; rails to be steel, seventy-five pounds to the yard on main line and sixty-five pounds on the side tracks.

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McCutchen & Co., received today: Silver and lead ores, $25,000; Hanauer bullion, $4000. Total, $29,000.

Assayer Hodges had in for testing today one lot of Horn silver ore, 22 tons, and one other consignment.

Assayer Cutlie had in today for testing one lot of Anchor ore, 195 tons.

W. G. M. Steward had in today for assay one lot of Bullion Beck ore.

Quorum Meetings.

The Thirteenth quorum of Seventies will meet in the Twentieth ward vestry this evening at half-past seven o'clock.

The Eighth quorum of Elders will meet in the Thirteenth ward at 7:30 this evening.

Postponed One Week.

The stockholders of the Salt Lake and Ogden Gas and Electric Light company met this morning as per announcement. The purpose of the meeting was to consider the increase of bonds, but no action was taken in that line, the meeting adjourning until next Monday.

Hon. "Tim" Campbell Here.

Congressman Timothy J. Campbell, of New York, who is today a guest within our gates, is one whom Salt Lake City and Utah Territory ought to feel proud to name. He has furnished many evidences of friendship to Utah's delegate and the Territory's interests, and is of course welcome to the best that can be given him.

Issued By the Governor.

Governor West today signed the following commissions: James T. Smith, notary public, Ogden; Andrew Adamson, notary public, American Fork; commissioner of deeds, Samuel Jennison, Boston, Mass.

HENHOUSE BUILDING.

Floor Space Required For Each Fowl—Convenient Home For a Small Flock.

The arrangements for a small poultry house differ from those in a large one. Owing to individual preferences and the amount of capital to be invested in a building, no plan can be suggested acceptable to all, hence there is no "cheap" plan. The rule which applies to the space is the decimal, says P. H. Jacobs the poultry specialist, who explains as follows in The Rural New Yorker:

A flock of 10 hens should have a floor space of 100 square feet (allowing each 10 square feet), so that of course a house

A CHEAP AND CONVENIENT HENHOUSE.

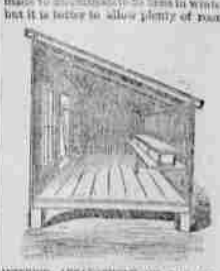
10 by 10 feet would be needed. The yards should be 10 times larger than the house; hence for 10 hens the house should be 10 by 10 feet and the yard 10 by 100 feet, though the yard may be of any preferred shape and may contain more space, but should not be less than the area mentioned. The nearer to the square form the cheaper the cost of the house in proportion to the space secured.

A very convenient poultry house for a small flock may be built of yellow pine boards, tongued (barn boards, nailed up and down to 3 by 4 pieces, the house to be 10 feet square, 6 feet high in front and 4 at the rear, with a large window on the front (which should face the south or southeast), and a small sash on each end near the front, the door to be on the west end or side. The small windows should open so as to allow ventilation according to the direction of the wind, a top ventilator often causing draft down on the fowls. The roof may be of tarred felt or other suitable material, and in a cold climate the house may be covered entirely with tarred felt, fastened with strips.

The same house may be double for two fowls, if preferred, with a door in the center or at one end. If it be raised 18 inches from the ground, the hens will find much comfort underneath in winter. The cost of the double henhouse need not exceed $65 for one 10 by 20 feet; but much will depend upon the local prices for materials and labor. The space underneath may be protected by boards to break the wind. If the house is low on the ground, cement floors are best, as they protect against rats, but they must be covered with an inch of dry earth, with cut straw over it, or they will be cold. If raised up, the best floor is of tongue and groove boards. The nests should be movable; hence soap boxes are excellent.

The roost should be a piece of 2 by 4 scantling, slightly rounded on the edges, and it should reach across the rear of the house about two feet from the floor. For 10 hens four nests are sufficient, two at each end of the house. The water fountain may be placed at any convenient point. Two troughs should not be used if they can be avoided, as it is best to compel the hens to scratch for all they receive. Keep the middle of the floor clear, so as to allow scratching space, and place a large shallow box near the front window, filled with dry dirt or sifted coal ashes, for dusting. If soft food is given, place it on a board and remove the latter when the meal is over.

The house, 10 by 10 feet in size, can be made to accommodate 25 hens in winter, but it is better to allow plenty of room.



INTERIOR ARRANGEMENT OF THE HENHOUSE.

The rule to remember is the cost of a plain house is to allow $50 for 50 hens, or $1 per hen. The decimal system will serve to remind the reader by allowing $1 as the cost of food per year for a hen, $1 for the shavings for the droppings, about $1 profit per year, 10 square feet of room in the house and 100 square feet of space in the yard. A cheap and convenient house is shown in Fig. 1 and 2, the former and interior view, reproduced from the journal quoted. The drawings are so plain that no explanation is required.

A Neglected Fodder Crop.

Peas are an excellent food for milch cows or for hogs. Take a piece of fall plowing and harrow it well to make a good seed bed. Sow broadcast 2½ bushels of the small Canada peas or three bushels of marrow fat and plow under four or five inches. The pea is a deep rooted plant and should be put well down. Sow on top of the ground one bushel of oats to aid the peas up. For hogs they come in as a green forage after clover and may be cut with a scythe and thrown into them or a movable fence may be put around a small portion of the field. Good success has been obtained by putting the pigs and oats in the site, or they may be cut and cured, thrashed and ground into meal. Try two or three acres as an experiment this spring, advises The American Agriculturist.

HOMEMADE IMPLEMENTS.

A Wheel Hoe For a Small Garden—Spade For Digging Sidehills.

The wheel hoe depicted in the first cut is an excellent little tool for the cultivation of garden crops, especially in a small garden where it is hardly practicable to use a horse and cultivator, and where vegetables are planted close together, such as onions, etc. It is described as follows by the one who made and used it in the Ohio Farmer:

The wheel is off of a mowing machine and is 8 inches in diameter. The axle is 8 inches long. The cutter is a piece of a heavy spring 28 inches long and about an eighth of an inch thick and bent as shown in cut and attached to the handles 6 inches from axle. The two braces are each 8 inches long and attached to the cutter about 2 inches above the hoed. There are two holes in the end of each brace and also in each end of cutter to regulate the depth. The handles are attached to the axle by two pieces of strap iron, and a bolt through the axle holds the parts together tightly. It was 90 cents for cutter, braces, bolts, etc.

With such an implement much work can be accomplished, provided the soil be free from stones or gravel, and this is just the way a garden should always

A CONVENIENT WHEEL HOE.

be. It should not be allowed to bake. No wheel hoe can be successfully used in crusted soil. Work as soon after a rain as the ground will crumble nicely.

In the second cut is shown a spade, which is described by another Ohio Farmer correspondent who has used it for 15 years to dredge hillsides. His farm was overrun with that pest when he came in possession, but now they are nearly wiped out. By cutting them off below the crown they never sprout. He had a spade made at that time in the following manner: He got a broken crescent saw plate, took it to a blacksmith, had it cut about 15 inches long and rail tapering, the top of plate cut square across, and the point rolled and cut a little rounding, as shown in Fig. 1. Then he punched two ¼-inch holes, the first one about one inch from upper end of spud and the other two or three inches below, according to the length of spud. Then he made it a little

HANDLE AND SPUD COMPLETE.

concave, which gives it strength to resist any pressure on the handle, which is cut bending, as shown in Fig. 2.

Any tough spade or fork handle will answer the purpose. The handle must be riveted on the concave side of blade, the head of rivet should be long and T shaped to bend over the handle to keep it from splitting. He says: "I have a large and small spud. The latter is made from a hand saw, plate about eight inches long and two inches at potated end and tapering, as shown in Fig. 1, made in every way as the one described. My large one I use for spading in the garden. They are thin, light and easily kept sharp."

The Vegetable Garden.

The farmer who have made provision for starting seeds under glass will have the earliest and the best garden. With the aid of boiled or cold frame, or both, all the vegetables that will bear transplanting (and most of them are all the better for it) will be greatly advanced.

The garden ought to have a south or southeastern exposure and be well drained. To produce best results there should be at least one foot of good, rich soil. The practice of rotation is an important matter in the vegetable garden. As a rule, never let the same crop or kind of vegetable occupy the same bed or spot two years in succession. Potatoes, onions and a few other things may form an exception to this rule, but it is nevertheless better to keep up the rotation. Every year these beds must be warmed up by a liberal coat of manure, which should be thoroughly mixed with the soil. Cross everything in drills or straight lines. Larger crops from a given surface are grown in this way, and cultivation becomes simple and comparatively easy.

WITHIN OUR GATES.

T. R. Cutler, general manager of the sugar works at Lehi and engaged in several other enterprises of importance, is in our midst for a while.

A. B. Emery and Joseph Morris, both of the great mining town of the other end of Parley's park, are here for the time being.

Eli Openshaw, of Nephi, accompanied by his better half, boarded the Utah Central and came to the metropolis where they found good quarters at the Morgan hostelry.

Sam B. Thurman, a man of law and politics hailing from the city of gardens and orchards, finds a temporary residence here a very pleasant experience now and then and acting thereon came up yesterday.

A. L. Kempland, a prominent citizen of Pocatello, Idaho; M. H. Coleman, proprietor of the Brown hotel, Ogden; Mrs. Henry Raymond and Miss Clara Raymond, of Bedford, Montana, are stopping at the Cullen.

HOTEL ARRIVALS.

THE CULLEN.—F. E. Hall and wife, New York; M. L. Fox and wife, Denver; Mrs. S. S. Young, Oregon; J. Cook, Alva; L. Jacobson, Seattle; Preston Bigelow, Ogden; H. Eck, Milwaukee; Steele, Denver; E. S. Anderson, Milwaukee; H. Rose, Milwaukee; Mrs. Henry Raymond and daughter, Bedford, Mont.; Miss Clara Raymond, Bedford, Mont.; Miss Kate Hughes, Ogden; J. Lowe, Kansas City; E. Hand, Kansas City; F. W. Johnson, Kansas City; J. D. Thomson, Denver; E. Morris, New York City; J. S. Whitney, Kansas; F. W. Underwood, Denver; H. H. Lowry, Edinburg; Chas. Stanging, Sioux Falls; Mrs. Stanging, Sioux Falls; H. W. Berry; F. H. Foster, Chicago; Park Carey; A. L. Kempland, Pocatello; Mrs. Kempland, Pocatello; Miss Kempland, Pocatello; Master Kempland, Pocatello; Miss Clara Raymond, Bedford, Mont.; M. H. Coleman, Ogden; Miss Bingleman, New York.

KENSINGTON.—Louis A. Kaun, Washington, Chicago; Mrs. M. E. Grant, Philadelphia; Pa; Mrs. W. A. Tom, San Diego, Cal.; Charles N. Berry and wife, Anderson, Ind.; Mrs. Mary Anderson, Anderson, Ind.; Miss Mary Anderson, Anderson, Ind.; A. Washburn, Denver; Joel Hunter and wife, New York; J. J. Hall, Denver; Mrs. Frances M. Fox, Denver; Miss Frances M. Fox, Denver; Mrs. Ella Chamberlain, Cal.; Max H. West, Milwaukee; W. J. Hess and wife, W. S. Buckman, Chicago; Miss Hattie Wise, Chicago; Miss Ella Wise, Chicago; Miss Wise, Chicago; Miss Wise, Chicago; Miss Wise, Chicago; W. H. Hall, New York; George Wharton, Philadelphia; Miss Ella Fisher, New York; W. H. Edwards, Chicago; Epworth J. Campbell and wife, New York; H. H. Jones, Chicago; M. Vandergrift, Philadelphia; Mrs. E. A. Carter and wife, New York; Andrew Carnegie, Pittsburgh; Miss F. Carnegie and wife, England; James Cox, San Francisco; Frank G. Bunch, New York; Mrs. G. Wright, Kansas City; Mrs. E. M. Bonner, Mrs. E. J. Hartshorn, New York; Henry Hall, San Francisco; Timothy Hopkins, San Francisco; Mrs. M. E. Hopkins, San Francisco; J. J. Hamilton, New York; F. G. Hamilton, New York; F. G. Hamilton, New York; F. G. White, Denver; J. W. Walker, St. Joseph; H. G. Hallock, Denver; W. H. Thomas, Dunkirk; H. H. Kimer, Mrs. Nellie Brandford, Park City; Jos. Hunsicker, J. Kaufman Ewing, New York; Mrs. Wm. D. McIlvain, Mrs. E. Wodrich, Mrs. T. H. Snowden, Cincinnati, O.

THE MERRICK.—H. Gerlachers, Portland, Or.; George Lemkey, Denver; Mrs. Lemkey, Denver; Miss Clemens; Mrs. John T. Reid, Brooklyn; L. Jones, Chicago; A. F. Hicks, San Francisco; George E. Hicks and wife, New York; Miss E. E. Young, Mrs. E. F. Soper and daughter, Denver; J. Jones, Newark, New York; Jos. Bullard and wife, G. D. Wendell, Detroit; Mrs. Wendell, Detroit; Miss Wendell, Detroit; Mrs. E. Edwards, New York; E. Sagal, G. Lowe, Denver; Mrs. Carter, Denver; Miss Carter, Denver; Miss Carter, Denver; Mrs. J. Gibbs, Baltimore and wife, Miss Nellie Gibbs, Miss Nellie Gibbs, Miss Sarah Gibbs, Miss Gibbs, Miss Gibbs, Miss