IMPROVEMENTS FOR POCATELLO.

Oregon Short Line is Concentrating its Mechanicle Departments In Idaho Railroad Center.

BIG FOUNDRY AND NEW DEPOT.

Plans Under Way—Car Repair Shops And New Quarters for Officials Being Built.

So quietly has the work been progressing that not even the local papers at Pocatello have to date mentioned the big improvements now under way by the Oregon Short Line at the big railroad center of Idaho.

Work has been commenced on several new buildings, and the engineering department is now working on blue prints for a handsome new depot and large foundry.

The buildings under way at present consist of freight car repair shops, new quarters for the engineers of the company, a new office for the general foreman, and an air brake instruction room.

An immense foundry will be one of the next buildings, and plans for the new depot are now being prepared. This latter has been talked of so much that Pocatello people have begun to lose faith in the story, but it is now definitely decided upon, and will soon be under way.

The work is under the supervision of Assistant Engineer Simon, and Foreman A. P. Epperson is in direct charge of the building.

The new freight car repair shops are being built just north of the main shops, and will be of wood and iron, supported on a cement foundation. The main building will be 100 feet wide by 180 feet long, and this building will be supplemented by an annex 50 by 60 feet. Cement piles will support the body of the floor, and upon these will be placed the iron pillars that support the roof. The buildings will be 20 feet to the square, and 25 feet to the apex of the roof.

In here will be kept all freight cars undergoing repair, and this arrangement will be a decided improvement over the methods of the past as heretofore all repairs to freight cars have had to be made in the open air, oftentimes subjecting the men engaged thereon to the severity of inclement weather. Already the foundations are in, and work is now being directed upon the huge timbers that go to make up the framework of the building.

South of the main shops, between them and the roundhouse, another building is up to the brickwork, and is being pushed ahead rapidly. The latter building is of brick, laid on a stone foundation, and is about 30 by 25 feet. The west half will be divided into two rooms for the accommodation of the engineer and the general foreman respectively. The east half will be used as one room for the instruction of the various train crews, in the proper operation of air brakes. Such instruction, it is believed, will do much to lessen the number of accidents attributed to the failure of the air brakes to perform their office.

At the time the company built its high board fence around the enclosure wherein the shops now stand, many peosons wondered for what purpose so much land was being reserved, but the "News" has it from an authoritative source that the present improvement is but the beginning of a building era that will not see its close until every foot of available space is utilized. The citizens of Pocatello will be pleased to learn of the company's intention, as it is an indication of the permanency of the shops at that place, and of what Pocatello is destined to become.

COAL BELT RAILWAY.

Articles of Incorporation of New Line to Carbon County.

Articles of incorporation of the Coal Belt Railway company were filed in the office of the county clerk yesterday afternoon. The object of the road is to transport coal from the extensive coal field situated some 20 miles north of Price into Salt Lake. The road is to be 89 miles long and will run from Spanish Fork up Spanish Fork canyon east to Tie Fork, and then up Indian Creek; on across Soldier's summit, thence through the Emma Park country along the Book cliffs to the coal fields where Col. S. B. Milner has extensive holdings.

The capital stock of the company is placed at $100,000, divided into $2 shares. The estimated cost of the project is $1,400,000. Col. S. B. Milner is president, A. C. Milner vice president, Harrison E. Jenkins secretary, these, with Frank Knox and Clarence E. Milner, constitute the directorate. Col. Milner, as trustee, holds 49,950 shares of the stock; the others hold ten shares each.

J. C. STUBBS COMING.

Harriman's Traffic Director Due to Arrive Here on Wednesday.

J. C. Stubbs, traffic director of the Harriman lines, leaves Chicago tonight for Salt Lake to readjust the traffic department of the Short Line following the resignation of General Traffic Manager T. M. Schumacher. As he will stop over en route, including one day in Omaha, he will not arrive until Wednesday. Mr. Schumacher will remain in Salt Lake until after his conference with Mr. Stubbs and will leave for New York on Wednesday evening.

U. P. MOTOR CARS.

Forty or Fifty to be Turned Out for Branches.

(Special to the "News.")

Cheyenne, Wyo., Sept. 22.—It it reported here that the Union Pacific are now at work on between 40 and 50 motor cars, which are to be used in service on the local line, and it is expected that this number at least will be turned out each year until the requisite number are built. The Union Pacific can use in the neighborhood of 300 of these cars on their system and it is proposed to push the work on these cars in their shops at Omaha as rapidly as possible. An eastern company ordered last week 30 of these cars, but their order could not be filled and they were consequently put to the necessity of purchasing electric motors, which cost more than double in point of maintenance and equipment.

WESTERN PACIFIC.

Dirt is Now Flying Out at Garfield Beach.

Work has now started all along the line of the Western Pacific. Ground was broken this morning out at the point of the mountain by several subcontractors who have secured stretches of grade from the Utah Construction company, and well-drilling crews are at work along the route west of Garfield.

From Boca, Nev., comes the word that the sub-contractors for the Utah Construction company are losing no time in getting together the material necessary to do their portion of the work on the Western Pacific.

Wednesday eight carloads of horses, shipped from Ogden, arrived there and were taken over the Loyalton and Boca railroad to Beckwith. These horses will be used on the construction work.

Two hundred men have arrived en route for the same place to work on the new railroad.

From one of the engineers it was learned that Beckwith is a very busy place just now. Fully 40 carloads of construction material, such as scoops, hoists, plows, shovels, wagons, etc., have been unloaded at Beckwith during the past 10 days.

The coming week will witness about 400 men doing railroad work in Sierra valley.

COLLEGE RAILROADING.

University of Chicago to Establish a 4-Year Course.

Chicago, Sept. 22.—Co-operation between the University of Chicago and a number of railroad officials has resulted in the establishment of a four-year course of railway education.

An advisory board composed mostly of railroad men has been established with E. W. McKenna, assistant to President Earling of the Chicago, Milwaukee & St. Paul, as chairman, and Daniel Willard, second vice president of the Burlington, is vice chairman. Among those who form this board are: A. C. Bird, A. F. Banks, W. C. Brown, F. A. Delano, J. T. Harahan, J. N. Faithorn, S. M. Felton, W. A. Gardner, S. T. Fulton, J. Kruttschnitt and B. Thomas.

These men, representing as they do, all phases of railroading, will shape the courses which are to be given and will themselves as ocasion requires, deliver lectures.

The first year's course, from October to June, will be devoted to railway conditions in the United States. The second year will be devoted to freight service, railway transportation, railway law and rate legislation. During the third year the following branches will be covered. Passenger service, statistics and geography of railways, signaling and train service, railway auditing and finance, and terminals. During the fourth year the following subjects will be studied:

Motive power, car equipment, track, railway development abroad and the economies of railway development.

AFTER MOFFAT ROAD.

Los Angeles Chamber of Commerce Takes Up Gore Canyon.

Los Angeles, Sept. 21.—Inter-state difficulties, growing out of divergent interest, may result between Colorado and California over the question of erecting dams across the Colorado river in Colorado for the purpose of furnishing irrigation for arid lands in Colorado, Arizona and part of California. The Los Angeles realty board and the chamber of commerce at their regular meeting today authorized the appointment of committees to wait upon United States Senator Flint and Congressman McLachlan for the purpose of enlisting their support in the matter.

It is charged that the Denver, Northwestern & Pacific railroad, better known as the Moffat road, which is now building from Denver to Salt Lake City is endeavoring through the courts of the state of Colorado to prevent the construction of proposed reservoirs along the Colorado river in Grand canyon, Brown's park and northwestern Colorado, urging as its reason for so doing, the railroads requirements in the way of rights of way. It is the contention of the local commercial bodies that the prevention of the building of the dams would destroy the irrigation plans of the government looking to the reclamation of about 2,000,000 acres of arid lands in the southwest, a large portion of which is directly tributory to this city.

SPIKE AND RAIL.

Donald Rose arrives over the Union Pacific in the morning.

James Bird, the veteran engineer who ran a locomotive out of Ogden 35 years ago, has been pensioned by the Southern Pacific. For a number of years past he has resided at Winnemucca, Nev.

General Manager W. H. Bancroft of the Oregon Short Line is on the other side of the snowsheds that burned yesterday. General Superintendent E. Buckingham is on the west end awaiting Mr. Bancroft's arrival.

The Oregon Short Line will run an excursion to Logan on Monday, on the occasion of the Salt Lake Opera company appearing in that city. The special train will leave here at 3:30 p. m., returning after the opera. Tickets will be good on all trains next day from Logan. The low fare of $2.50 for the round trip has been decided upon.

STATE FAIR MUSIC.

Held's Band Has Twelve Distinct Programs Worked Out.

John Held, who will have charge of the band music at the state fair, has, with his assistant director, A. S. Zimmerman, worked out the concert programs in full. The programs will be given out later, but it may be said now that the music will surpass anything Mr. Held has ever done with his band.

In all there will be twelve programs of eight numbers each, a total of 96 selections. It is an interesting fact that not a single number will be repeated during the fair, except by special request or by way of an encore. This gives an idea, not only of the Held repertoire, but of the care with which the programs have been worked out. The exact hours for the music have not yet been determined. There will, however, be concerts every afternoon and evening during the fair.

As previously announced, the band of the First regiment, N. G. U., will give one or two concerts at times that will be given out later. Nor will the band music be all. Colonel Jack Herferman, the one-man fife and drum corps, will hold forth in the horticultural and agricultural building, which is immediately north of the main entrance. Colonel Heffernan will perform daily, blowing his fife and beating a number of drums at the same time.

Fair entries for space previously reserved are beginning to come in with a rapidity that threatens to nearly swamp the force in the secretary's office. The big rush, though, is not expected until next week, the last before the opening of the fair.

Word was received today from Prof. W. J. Kennedy, chief of the department of animal husbandry and vice director of the experiment station at the Iowa State college, to the effect that he would arrive in Salt Lake on Oct. 2. Prof. Kennedy is coming to act as one of the stock judges.

SUMMER COLDS.

Laxative Bromo Quinine, the world-wide Cold Cure removes the cause. Call for the full name and look for signature of E. W. Grove. 25c.

HAVE YOU TRIED

Those trout and chicken dinners at the Hermitage in Ogden Canyon? There will be an excursion there next Sunday, the 24th, via Oregon Short Line. Round trip to Ogden only $1.00. Conveyances meet train at depot for the trip up the canyon. A pleasant day's outing. Take any morning train or train at 1:40 p. m.

WILL DISCUSS THE HIGHWAYS OF UTAH

Call for Good Roads Convention is Issued by the State Association.

TO MEET IN SALT LAKE OCT. 4

Officials of All Cities and Many Appointed Delegates Will Comprise the Membership of Convention.

The roads of Utah, just how bad or how good they are, and ways and means of improving them, will be the central topic of discussion at a convention called for Wednesday, Oct. 4, in the Assembly hall. The convention call comes from James H. Anderson, president of the Utah Good Roads association, and is addressed to "all persons interested in good roads." It states that leading men associated with the building and use of roads, will participate in the discussion, and tells how to become a delegate.

The Utah Good Roads association is a branch of the National Good Roads association, and branching from it are county good road associations throughout the state. The state organization was formed here upon the visit of the national organizers in June of this year. Heber M. Wells is vice president for Utah of the national association, and in all other states the president of the state organization is the national vice president for the state, but in Utah this custom was not followed, Mr. Anderson being chosen by the committee on permanent organization.

NO OBJECT LESSON ROAD.

At that time, too, it was promised that the government would build a stretch of model road near Salt Lake to serve as an object lesson in road making. However it is now learned that this plan has been abandoned on account of the indisposition of the state organization to accept the offer. Mr. Anderson states that a piece of road leading out of Sandy is now the best sample of road building in Utah, and is fully equal to the kind laid by the government. He also states that the objection of the national organizers to the use of slag is not well founded, as the slag they were accustomed to was very different from that used in Utah roads. Their objection to half round rock, however, was well founded, and its use has since been abandoned in Utah road making. The model road it was promised the government would build furnished free only engineer service. The rest had to be paid for.

TEXT OF THE CALL.

The text of the call to the convention is as follows:

To All Persons Interested in Good Roads:

The autumn convention of the Utah State Good Roads association is hereby called to meet in the Assembly Hall, Salt Lake City, on Wednesday, the 4th day of October, 1905. Three sessions will be held, commencing at 10:30 a. m. and 2 and 7:30 p. m., under the direction of the State Good Roads association.

The purpose of the convention will be to discuss practical methods for improvement of public highways in the state of Utah. The discussion will be participated in by leading men associated with the building and use of roads.

WHO MAY ATTEND.

The membership of the convention, which is not a delegate convention for the business of the association, will be as follows:

1.—The officers of the State and of each County Good Roads association and 20 representatives from each such county association in the state.

.—The board of commissioners and the surveyor in each county, and five additional representatives appointed by the board of commissioners; also the road supervisor of each road district.

3.—The mayor, city council, engineer and street supervisor of each city; the president and board of trustees of each town, and five additional representatives from each city or town, to be appointed by the mayor or president of the board of trustees.

4.—The congressional delegation and ex-senators and representatives in Congress from Utah; the governor and state executive officers, state engineer, members of the state land board, members of the state Legislature, and 50 additional representatives to be appointed by the governor.

5.—The president of each Commercial club or board of trade, and five additional representatives from each such organization.

6.—Officers of the United States government reclamation service in the state.

TO NAME DELEGATES.

Each county Good Roads association, the governor of the state, the board of commissioners of each county, the mayor of each city, the president of the board of trustees of each town, and the president of each Commercial club or board of trade, will please make their appointments of representatives at an early date, and forward the names to the office of the Utah State Good Roads association, 308 State street, Salt Lake City, Utah.

All persons interested in planning, constructing or using the public roads are cordially invited to attend the meetings of the convention.

JAMES H. ANDERSON, President.
J. S. McBETH, First Vice President.
D. R. ROBERTS, Second Vice President.
CLARENCE COWAN, Secretary.

MACCABEE SMOKER.

The two local Maccabee lodges gave a joint smoker last evening, which was well attended by the Knights and friends. The following program was given: Welcome remarks, Sir Knight Glesy; address, H. N. Standish, P. G.; recitation, Dr. Glesy; selection, quartet; recitation, A. B. Edler; monologue, Frank Warden; recitation, L. F. Marsh.

BROKE INTO THE BAR.

Thieves Enter Clift House Saloon and Get Away With Cash.

The police were notified this morning that the Clift House bar was broken into some time after last midnight, and that the thieves got away with something like $6.

Entrance to the bar was obtained by breaking a rear window and unlocking a door by that means. The $6 was not in the cash register, but was secreted behind the bar. The person who committed the crime evidently knew where the money was kept. Detectives are now working on the case.

To Out-Of-Town Newsboys—Christmas News.

To the army of enterprising news boys who sell the Deseret News in cities and towns outside of Salt Lake. This paper will present a handsome watch to the boy whose record shows that he has sold the greatest number of papers, including the Christmas News, between Sept. 15, 1905, and Jan. 1, 1906. In addition the picture of the successful newsboy will be printed in the Saturday "News."

SAVED HIS MONEY.

Clutched It in His Fist When Ordered To Throw Up His Hands.

J. R. Thomas saved the spare change on his person last night by lifting it up in one of his hands when ordered to throw them up by a highwayman. He was walking along State street, with his hands in his pockets, and at the corner of Fifth South he encountered the highwayman. Before complying with the command to throw up his hands, he clutched his cash in his fingers and consequently the robber lost out in the search.

Mr. Thomas lives at 263 east Fifth South street, and was on his way home when the holdup occurred. He reported it to the police. An hour later another holdup occurred on the corner of Third South and Second East street, the victim being a colored Rio Grande porter. He had nothing of value to the holdups on his person.

Y. M. C. A. ON SUNDAY.

Interesting Program of Exercises Arranged for That Day.

The following order of exercises will be observed at the Y. M. C. A. men's meeting at 3:30 Sunday afternoon, when the theme of the day will be "Thanksgiving for the Harvest:"

Piano solo, "Song Without Words" ..... Mendelssohn
John B. Berkhoel.
Imperal quartet, "Another Six Days' Work is Done" ..... Hatton
Invocation.
Hymn, "Metrical Version of Ps. 117" ..... Watts
Imperal quartet, "My Shepherd" ..... Koschat
Responsive reading, "The Harvest" ..... Bible
Hymn, "Thanksgiving for the Harvest" ..... Alford
Imperial quartet, "Beautiful Country" ..... Parks
Guitar solo, "A Prayer" ..... Mertz
C. D. Schettler.
Address, "Nature's Appeal to Young Men" ..... Rev. Elmer I. Goshen
Imperial quartet, "Softly Now the Light of Day" ..... Weber
Benediction.

The rooms of the Y. M. C. A. are open on Sunday afternoons to all men from 2:30 to 6 o'clock.

SALT LAKER DROWNED.

C. S. Branning Loses His Life While Fishing in the Snake River.

A Boise, Idaho, Statesman special from Twin Falls, under date of Sept. 19, says: C. S. Branning, of 462 West First South street, Salt Lake City, was drowned in Snake river Sunday. His body has so far not been recovered. Branning with three companions left town Sunday for a fishing trip below Twin Falls. The party separated, and when time came to return home, Branning was missing. A search of the spot where he was seen last, located on a rock shelf above the swiftest part of the stream, revealed the fact that he had lost his footing and plunged into the treacherous current. His fishing rod was found lodged a short distance below. A search was made for the body without result. The search still continues, but owing to the fact that considerable time elapsed between the accident and the discovery, but little hope is entertained that the body will be recovered. The river below the falls is a succession of rapids and whirlpools, and the dead man was probably carried far down the stream.

Branning came here from Salt Lake about two weeks ago. He was a wood worker and accepted employment in the sawmill here. He left a wife and

WILL MEET TOMORROW.

The Daughters of the Confederacy will meet at the Kenyon hotel tomorrow, Sept. 23, at 2:30 p. m. A full attendance is desired, as business of special importance will come up.

AMUSEMENTS.

Blood does tell, and genius does transmit—facts often disputed, but borne out anew in the instance of Ethel Barrymore. The Frenchman who said "one cannot be too careful in the choice of his parents," must have had some one like this charming actress in his mind. The daughter of two such brilliant lights as Maurice Barrymore and Georgie Drew, the grand-daughter of the famous Mrs. Drew, with John Drew for an uncle, and with brothers like Lionel and John to aid her in upholding the family traditions—how could Ethel help being the personification of arc, grace, winsomeness and strength that she is?

A beautiful audience assembled at the theater last night to bid her welcome to the stage where her grandmother and both her parents had shone before her, and every one of the auditors, after listening to her beautiful portrayal of the role of "Sunday," was willing to accord her the highest praise that she could wish to receive—that she was in all ways worthy of the Barrymore name. Few creations that we recall have been more natural and more free from any thought of the artificial, than this delineation of a western girl who might have been drawn by Bret Harte himself. Miss Barrymore simply lived the part, and the tender feeling with which she invested it from beginning to end, was one of the most delightful things possible to witness. She was rewarded with several hearty recalls after each curtain.

The supporting company which Mr. Frohman has given Miss Barrymore, is a most pleasant feature to review. The leading man's part is in the hands of Mr. Bruce McRae, an actor who plays always with taste, care, and intelligence. The four guardians of the girl "Sunday" were admirably protrayed by Mr. Brennan, Mr. Armstrong, Mr. Sampson and John Barrymore. Mr. Armstrong is well remembered for his portrayal of Canby in "Arizona." Mr. Samson plays the part of old "Lively" as few other actors could render it, while Mr. Barrymore in the difficult role of "Jacky," shows that he, too, inherits the decided gifts of his family. Mr. Harbury another old friend, makes an ideal Englishman of the leisure class, while Miss Buchnan is the British aristocratic matron to the life.

The scenery, staging, and all the effects are of the highest class, and the entire rendition is one that no lover of all that is best in stage life, should miss witnessing.

* * *

A generation ago melodramas of the "East Lynne" type depended upon strong acting for their climaxes, and then came the school of Lincoln J. Carter, which made stage business do the work. In "The Human Slave," which opened at the Grand last night, there is much of both. The curtain falls in the second act on a strong bit of acting which brings a plentiful showing of handkerchiefs in both the gallery and pit. In the third act it falls upon a stage full of machinery in which the villain is tangled up and surely being dragged to his death—and all the gallery does is to hoot, while nobody is thrilled particularly. One thing a melodrama must have is a gory name, and in this case a really good play is hidden behind it. Besides the plot, there is plenty of cheerful comedy work, and a few character studies which are diverting. At such work Don MacMillan as "Sleeker" and Louise King as "Toby, his pal," won much favor from the audience. As a whole the work of the company was capable, while the scenery was elaborate. "A Human Slave" remains the bill until Saturday evening, with a Saturday matinee.

* * *

The piano recital given in the First Congregational church last Tuesday evening by the summer pupils of Mrs. Graham F. Putnam was largely attended by admiring friends. A marked feature of the function was the appearance of Miss Eleanor C. Putnam, high soprano, who was enthusiastically received, and given several encores, to which she responded with popular numbers. The program was a classical one, well presented and much enjoyed. The Semiramis overture for two pianos and eight hands was taking and bright, with excellent ensemble. It was given by Misses Lamson, Cullen, Martin and Williams. The Liszt prelude for four hands by Mrs. Putnam and Miss Cullen, was dignified and descriptive. The Weber Sonata by Miss Alice Martin, aged 15, was given after only two years of study; it evidenced excellent powers of tone coloring and was very dainty. The Rubinstein Concerto by Miss Louise Lamson was the best rendered number on the program, requiring much technique and an intelligent understanding of the score.

* * *

A telephone message from Provo this morning states that the sale for "The Jolly Musketeer" opened there with the biggest rush known for many engagements past. The Salt Lake Opera company leaves on the San Pedro 5 o'clock train tomorrow afternoon, and comes back on a special train after the opera.

MRS. ROSEMARY GLOSZ WHITNEY

Is now ready to receive students. Italian method taught in voice production. Coaching in Oratorio, Italian and German operas. Studio 270 South Main St. Entrance through Glosz's Fur store.

WON'T RUN FOR MAYOR.

Hewlett Will Not Make Race but Lynch Will Probably Do So.

Candidates for places on the Republican city ticket are becoming numerous. It was stated positively this afternoon that Frank J. Hewlett, whose name has been prominently mentioned for mayor, would not be a candidate, but that he would endeavor to succeed himself as a member of the city council from the First precinct. J. J. Thomas and Stephen Stanford are also candidates from this district. In the Second precinct the foremost candidates for the council are George S. Ashton and J. W. Currie; in the Third, George Davis, John M. Mills and T. A. Callister; in the Fourth, Joseph Johnson; in the Fifth, F. J. Fabian. George N. Lawrence is prominently mentioned for city attorney, while John Openshaw is regarded as a possible nominee for the treasurership.

Regarding the statement that Mr. Hewlett had declined to run for mayor, his brother this afternoon said: "Frank is out of town today, but I know it to be a fact that he will not enter the mayoralty race. He will, however, at the solicitation of many friends, endeavor to succeed himself in the city council."

Prominent Republicans when spoken to today declared that without doubt Chief of Police Lynch would be made the party's standard-bearer in the coming campaign.

SCHOOL WAGON LINE.

Union Pupils Transferred to East Jordan Owing to Cramped Quarters.

The crowded condition of the schools at Union is being somewhat relieved by the transfer of pupils in the seventh and eighth grades to the East Jordan schools. Each day they make the trip of two miles in wagons. There are about 20 pupils who make this trip daily in order to attend school. A meeting of the citizens was held last night in the meetinghouse. It was decided that the method of transporting the students in wagons was the only one that could be used until conditions were altered. Double sessions are being held in order to accommodate the pupils in this district. There are so many more students this year than last that some definite means will have to be made in order to accommodate them.

HIS LAST RIDE.

Samuel Willis of Ogden Thrown From Horse and Has Neck Broken.

(Special to the "News.")

Ogden, Utah, Sept. 22.—Samuel Willis, a well known resident of Warren, Weber county, and an employe of the Ogden Sugar factory, was killed here at noon today, by a bucking horse. Willis left the factory at 12 o'clock and mounted his horse, which was tied near the factory, preparatory to riding home for lunch. The horse began to buck and threw his rider head foremost to the ground. On lighting, Willis struck on his head in such a way as to break his neck. Death was instantaneous.

Mr. Willis leaves a wife and one child. He was 35 years of age, and was greatly admired by all who knew him as an industrious and honest citizen.

BUSINESS NOTES.

Today's local bank clearings amounted to $681,701.14 as against $514,787.45 for the same day last year.

* * *

The entire upper floor and half of the ground floor and basement of the Aztec building have been rented by the Bell Telephone company for general offices and construction and repair shops as the stone Central station has become much too small. The two story building at the rear is being torn down to make way for the enlargement of the Central station which is to be made five stories high and 117 feet deep. The general offices in the Aztec block include the auditor's offices the engineer's and collection department, the office of the traffic department and that of the superintendent of the Utah division.

WEATHER REPORT

Record at the local office of the weather bureau for the 24 hours ending at 6 a. m. today:

Barometer reading at 6 a. m., 25.74 inches; temperature at 6 a. m., 69 degrees; maximum, 82; minimum, 61; mean, 66, which is 2 degrees above normal.

FORECAST TILL 6 P. M. SATURDAY.

Local forecast for Salt Lake City and vicinity:
Fair tonight and Saturday.

WEATHER CONDITIONS.

Precipitation was light and scattered, and occurred over portions of British Columbia, Florida, South Carolina and northern Michigan.

Moderate temperature was reported in all districts. The relative humidity at Salt Lake City this morning was 34 per cent.

R. J. HYATT,
Local Forecaster.

YESTERDAY'S MAXIMUM TEMPERATURES.

Abilene, Tex.	88	Modena	84
Asheville	80	Montgomery	88
Atlanta	84	Moorhead	80
Bismarck	80	New Orleans	86
Boise	86	New York City	74
Boston	76	Norfolk, Va.	74
Buffalo	72	Northfield, Vt.	70
Cairo	81	North Platte	84
Calgary	70	Oklahoma	88
Charleston	84	Omaha	81
Chicago	82	Phoenix	106
Cincinnati	80	Pittsburg	74
Denver	86	Pocatello	82
Detroit	80	Portland, Or.	78
Dodge	90	Rapid City	84
Duluth	72	Roseburg	86
Elkins	84	St. Louis	84
El Paso	96	St. Paul	74
Galveston	88	SALT LAKE	82
Grand Junction	84	S. Ste. Marie	68
Havre	82	San Francisco	86
Helena	90	Santa Fe	78
Huron	84	Scranton	72
Jacksonville	90	Spokane	78
Kamloops	66	Swift Current	72
Kansas City	84	Victoria	64
Knoxville	80	Washington	80
Lander	88	Winnemucca	90
Little Rock	80	Winnipeg	72
Los Angeles	88	Yuma	106
Miles City	90		

TODAY'S TEMPERATURES.

6 a.m.	61
7 a.m.	55
8 a.m.	60
9 a.m.	65
10 a.m.	71
11 a.m.	76
12 m.	79
1 p.m.	82
2 p.m.	83
2:30 pm.	84

YESTERDAY'S RECORD.

Highest	82
Lowest	61

NEW YORK CLOSING STOCKS

Friday, Sept. 22, 1905.

Atchison	91
Atchison pfd	105
Baltimore & Ohio	113
Canadian Pacific	174¾
Chicago & Alton	36
Chicago & Alton pfd	79
Chicago & Northwestern	215¾
Chicago & Northwestern pfd	235
Colorado Southern	28
Denver & Rio Grande	35¾
Denver & Rio Grande pfd	88½
Erie	51⅛
Illinois Central	181
Louisville & Nashville	156¾
Manhattan	165
Metropolitan St. Ry.	128½
Mexican Central	23¾
Missouri Pacific	107¾
New York Central	151⅛
Pennsylvania	144¾
Reading	123½
Rock Island	33¾
Rock Island pfd	79
St. Paul	184
Southern Pacific	68¼
Southern Railway	38
Union Pacific	132¾
Union Pacific pfd	95½
Wabash	23½
Wisconsin Central	50
Northern Pacific	212½
MISCELLANEOUS.	
Amalgamated Copper	83¼
American Car & Foundry	36¼
American Locomotive	33¾
American Smelting & Refining	127½
Colorado Fuel & Iron	45¼
National Biscuit	56¾
National Lead	17
Northern Securities	190
Pacific Mail	45½
Pressed Steel Car	46
Pullman Palace Car	250
Standard Oil	628
Sugar	140¾
Tennessee Coal & Iron	88½
United States Steel	37¾
United States Steel pfd	105
Western Union	93¾

PORCELAIN

Fillings and crowns are not a new "wrinkle" in dentistry, but this particular kind is a great improvement. It pays to get the best—Porcelain Enamel.

Dr. Loy B. Duncan, DENTIST,

Over Walker Bros. Dry Goods Store, S. L. Both 'Phones.

LYRIC THEATRE

Tonight Last Performance.

THE FAY FOSTER COMPANY

Next Week: Starting With Matinee Tomorrow Afternoon,

THE BRIGADIERS

WITH BATTLING NELSON.
No change in prices for the big show.

TOO LATE FOR CLASSIFICATION

LOST.

LADY'S GOLD WATCH. RETURN TO 829 South Main Street and get reward.

NOTICE.

Notice is hereby given by the City Council of Salt Lake City of the intention of such Council to make the following described improvement, to-wit:

Constructing a cement sidewalk six feet wide and four inches thick on the east side of Tenth East Street between First South and Second South streets, in Sidewalk District No. 23, and defray the abutters' portion of the cost and expense thereof, estimated at seven hundred and ninety-two ($792.00) dollars, or one and 20-100 ($1.20) dollars per front or linear foot, there being 660 feet abutting said improvement, by a local assessment upon the lots or pieces of ground within the following described district, being the district to be affected and benefited by said improvement, namely: All of lots 1 and 5, block 29, plat "F," Salt Lake City survey.

The total cost of said improvement is estimated at one thousand, seventy-two ($1,072.00) dollars, of which sum the city's portion is two hundred, eighty ($280.00) dollars, leaving seven hundred, ninety-two ($792.00) dollars to be raised by local assessment.

All protests and objections to the carrying out of such intention must be presented in writing to the city recorder on or before the 16th day of October, 1905, being the time set by said council when it will hear and consider such protests and objections as may be made thereto.

By order of the City Council of Salt Lake City, Utah.

Dated Sept. 11th, 1905.

J. S. CRITCHLOW,
City Recorder.

Sidewalk Extension No. 96.

NOTICE.

Notice is hereby given by the City Council of Salt Lake City of the intention of such Council to make the following described improvement, to-wit:

Extending and laying sewer lateral of 8-inch vitrified pipe, on D street, from a point 165 feet south of First street to Third street, and on Third street between D and E streets, in Sewer District No. 1, and defray the abutters' portion of the cost and expense thereof, estimated at one thousand, three hundred and ten and 75-100 ($1,310.75) dollars or 50-100 ($0.75) dollars per front foot of abutting property, there being 1872.5 feet abutting said improvement, by a local assessment upon the lots or pieces of ground within the following described district, being the district to be affected or benefited by said improvement, namely: Fronting on D street: All of lot 4, block 11, the north half of lot 1 and all of lot 4, block 15, all of lot 3, block 19, all of lots 2 and 3, block 28, and all of lots 1 and 4, block 29, plat "D." Fronting on Third street: All of lot 4, and the east 140 feet of lot 3, block 58, all of lots 1 and 2, block 47, plat "B," Salt Lake City survey.

All protests and objections to the carrying out of such intention must be presented in writing to the city recorder on or before the 16th day of October, 1905, being the time set by said Council when it will hear and consider such protests and objections as may be made thereto.

By order of the City Council of Salt Lake City, Utah.

Dated June 1st, 1905.

J. S. CRITCHLOW,
City Recorder.

Sewer Extension No. 158.

AN ORDINANCE.

An ordinance levying a tax upon property abutting on both sides of First South street from the west side of West Temple street to the east side of Third West street, in Paving District No. 12, for the purpose of providing for the grading, curbing and paving thereof.

Be it ordained by the City Council of Salt Lake City, Utah:

Section 1. That said Council does hereby levy a tax and provide for the assessment upon the real property hereinafter described abutting on both sides of First South street from the west side of West Temple street to the east side of Third West street, in Paving District No. 12, in Salt Lake City, Utah.

Said tax is levied to defray the expense of grading, curbing with concrete curbing (edge of curb to be reinforced with steel bars), and paving with asphalt (asphalt pavement to be ninety-two (92) feet wide between curbs) said portion of said street, and it is hereby adjudged, determined and established that the grading, curbing and paving of said street will thereby benefit the property abutting thereon and hereinafter described, to the full amount of the estimated cost thereof.

Said property is to be assessed at an equal and uniform rate in accordance with the linear foot frontage upon said portion of said street.

The cost and expense of making said improvement is estimated at eleven and 50-100 ($11.50) dollars per linear front foot of abutting property, and the tax hereby levied and to be assessed upon said property is eleven and 50-00 ($11.50) dollars per linear front foot abutting on said portion of said street; and the City Treasurer is hereby authorized and directed to assess said property and to collect said tax in accordance with the provisions of this ordinance for the purpose herein mentioned.

The property hereby assessed consists of the following described lots and pieces of ground, to-wit:

All of lots 5, 6, 7 and 8, block 66, all of lots 5 and 6, block 67, all of lots 5, 6, 7 and 8, block 68, all of lots 1 and 2, block 77, all of lots 1, 2, 3 and 4, block 78, and all of lots 1 and 2, block 79, plat "A," Salt Lake City survey, abutting on said street as the same appear and are shown upon the official plats of said City.

The total amount of said tax to be so levied and collected, at the rate of eleven and 50-100 ($11.50) dollars per linear front foot is forty-five thousand, five hundred and forty ($45,540.00) dollars.

Section 2. That said tax levied as aforesaid upon said property shall become and be delinquent as follows:

One-tenth of the total amount of said tax so levied shall become delinquent November 1, 1905; one-tenth thereof shall become delinquent May 1, 1906; one-tenth thereof shall become delinquent November 1, 1906; one-tenth thereof shall become delinquent May 1, 1907; one-tenth thereof shall become delinquent November 1, 1907; one-tenth thereof shall become delinquent May 1, 1908; one-tenth thereof shall become delinquent November 1, 1908; one-tenth thereof shall become delinquent May 1, 1909; one-tenth thereof shall become delinquent November 1, 1909; and one-tenth thereof shall become delinquent May 1, 1910.

Each of said installments except the first, shall draw interest at the rate of 6 per cent per annum from the time of this levy until delinquent, and if any or either of said installments shall become delinquent, interest thereon shall be at the rate of 8 per cent per annum from delinquency until such delinquent installments are fully paid.

Section 3. That the entire amount of tax so levied and assessed on said property may be paid by the owner of said property, or the entire equal proportion of said tax upon any piece of property may be paid by any person on any part thereof within fifty (50) days from said levy, and thereafter such pieces or portions of property affected by this tax shall be exempt from any lien or charge therefor.

Section 4. This ordinance shall take effect upon approval.

Passed by the City Council of Salt Lake City, Utah, September 18th, 1905, and referred to the Mayor for his approval.

J. S. CRITCHLOW,
City Recorder.

Approved this 20th day of September, 1905.

RICHARD P. MORRIS, Mayor.

State of Utah, City and County of Salt Lake, ss.

I, J. S. Critchlow, City Recorder of Salt Lake City Utah, do hereby certify that the above and foregoing is a full, true and correct copy of an ordinance entitled, "An ordinance levying the tax upon property abutting on both sides of First South street from the west side of West Temple street to the east side of Third West street, in Paving District No. 12, for the purpose of providing for the grading, curbing and paving thereof," passed by the City Council of Salt Lake City Utah, September 18th, 1905, and approved by the Mayor, September 20th, 1905, as appears of record in my office.

In witness whereof, I have hereunto set my hand and affixed the corporate seal of said City, this 22nd day of September, 1905.

(Seal) J. S. CRITCHLOW,
City Recorder.

Bill No. 50. Paving Extension No. 11.

YOU KNOW ABOUT THE WATER SUPPLY.

LEAVE SOMETHING ELSE UNTIL TOMORROW. DO THIS TODAY—Place Your Fire Insurance with the

SMEDLEY-WAKELING Fire Insurance Agency,

ABSOLUTE SECURITY GUARANTEED. 204 Atlas Block.