

ADVANCE IN THE CLASSIFICATION

Local Wholesale Houses Receive Notice and the New Sheets

FROM EASTERN LINES ONLY

Proposed Reclassification Will Make Great Difference in Prices to Consumers of Commodities.

Local wholesale houses and jobbers have received the new classification sheets on freight business, which go into effect on January 1, 1900, and are preparing to do business under the increased rates proposed. The new classification sheets came only from the eastern railroads, the western lines not having yet followed the lead set by them.

As a result of this new classification of freights the consumer will be required to pay anywhere from ten to fifty per centum more for staples than has heretofore been paid. Groceries, dry goods and hardware (especially the latter) will feel the effects of the change more than will most other articles.

No action has so far been taken here in protest against the proposed changes, but whatever result may be achieved in the East by shippers' objection will, of course, have the effect of bringing a like result here. The interstate commerce commission having decided to permit the United States attorney general a transcript of the evidence in the hearings in protest, some potent action is expected to accrue, and the decision reached will affect all the railroads and the shippers in the United States.

Enquiry at the big firm implement houses here brought out the fact that no new classification or freight tariff sheets had been received by them from the railroad companies and that they were aware of no contemplated change in rates or classification of the goods handled by them. Whether this was because there was no such advance anticipated upon firm implements, wagons, buggies, etc., was not said. One of the managers thought it possible that the railway companies might have been notified through the newspapers the railroad companies may deem any notification from them as unnecessary. Provided advanced freight rates are piled on the increased purchase price the farmer will pay dearly for what he wants in the way of machinery and the wholesale houses here will be compelled to be satisfied with smaller margins.

AN IMPROVEMENT.

Better Cars to be Put on the Jordan Bridge Line Next Sunday.

Beginning with next Sunday the people of the west side will have their street car service a little improved over present and past conditions. On that day the street railway company will take off the two old cars now running on the Center Street and Jordan Bridge line and in their place will run two improved cars with new motors under them. The great fault has been that the old cars have been unable to make the schedule time set by the company and people were unable to get their car at the appointed time. The new motors will make possible a strict adherence to the schedule time and in consequence westsiders will be able to get aboard at given points at given times. If a few of the rail-kinks were of the track the service to the river will be in fairly good condition. Lake Breeze people, of course, would much like to see the line operated out their way and in all probability such will be done in due time. In the present controversy between the people out there and the company there are probably faults on both sides which should be met by adjustment and a consequent hastening of an entire settlement.

RECEIVERS DISCHARGED.

Judge Sanborn Winds Up Northern Pacific Receivership.

Judge Sanborn, in the U. S. circuit court at St. Paul, today filed an order discharging the receivers of the Northern Pacific railroad company. All the lands and other properties of the company that were placed in the hands of the receivers have been sold and the suits against the company for the most part have been adjudicated. The property and affairs are turned over to the stockholders in the reorganized company which succeeded the old corporation and bid in its holdings. The receivers, Edwin H. McHenry and Frank G. Bidgley, who were appointed by the court, are discharged. The receivers are to look after suits commenced against them as receivers that have not yet been settled.

GOES TO HILL.

Sloux City & Northern Will Form Part of Great Northern System.

On December 31st, the Sloux City & Northern railway, from Garrettsville, S. D. to Sloux City, will pass from the hands of the co-receivers to the control of the Great Northern railway. It is stated that President James J. Hill, of the Great Northern, contemplates some radical changes. The Sloux City & Northern, and the two lines which are now part of the Great Northern system, will be consolidated and the new line will be operated by the Great Northern. Judge Warwick Hough, of St. Louis, will be appointed general manager of the four southern lines, with headquarters at Sloux City.

TAKES BOSTON & ALBANY.

New York Central Stockholders Rattily Lease Proposition.

The New York Central stockholders at a meeting at noon today in Albany, N. Y., voted \$65,000 worth of stock, unanimously, in favor of ratification of the lease of the Boston & Albany, United States Senator Dewey, and George S. Bowdoin, of J. P. Morgan & Co., for the British stockholders.

INTO GOLD FIELDS.

Canadian Government Projecting a Railway Through the Yukon.

A Winnipeg special to the St. Paul, Minn., Dispatch today says: "The Dominion government contemplates building a railway from Great Slave Lake to Chesterfield Inlet, and through the Yukon district. A survey party is now being fitted out and one of the members is now in this city."

Will Purchase Evansville Line.

A special meeting of the stockholders of the Chicago & Eastern Illinois railroad was held yesterday and proposals submitted and agreed upon for the purchase of the capital stock, railroad property, corporate rights and franchises of the Evansville, Terre Haute & Chicago Railroad company and the Indiana Block Coal Railroad company. The Chicago & Eastern Illinois had operated both roads for some time under a nine-year lease. Both roads were heavily mortgaged.

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TROUBLE WITH FARMERS.

Object to an Arbitrary Price Being Put on Land by Union Pacific.

In making its cutoff in order to avoid Piedmont hill the Union Pacific is meeting with some opposition from farmers owning land through which the railway company desires to run its line. In one instance the owner of the land cut his house to the proposed line and laid the same across it. Of course the company could go no further pending a settlement of the dispute. The land owner contends that his fifteen acres of farm is fairly worth \$800 and he is determined to hold out until he gets his price. The farmer's reason for objecting to the cutoff is that the truck building is that the railroad company sent him a check for \$25 in payment for the land, though in a deed, conveying to the company title to the property, asking him to sign the same. This action was considered somewhat arbitrary and the farmer, who is a member of the Missouri River Shippers' Association, is now defying the railroad company to go through his house. Doubtless the dispute will be amicably settled by arbitration so that the much needed work may proceed.

WILL OPPOSE RATES.

Missouri River Shippers' Association Formed for that Purpose.

The Missouri River Shippers' association was formed at Kansas City, Mo., yesterday, at a meeting attended by forty delegates, representing commercial bodies in Sloux City, Omaha, St. Joseph, Atchison and Kansas City. The meeting was called for the purpose of organizing opposition to the proposed rates on freight rates, which the railroads have agreed to enforce next month and which is in effect a radical advance in rates.

The meeting adopted resolutions opposing the changes and declaring the proposed rates to be unreasonable and unjust, and a telegram was forwarded to Attorney-General Griggs, urging prompt action against the railroads, in line with the petition filed with the Interstate Commerce Commission last week. The petitioners protested against the changes in the rates.

Another resolution opposing railway pooling of any kind or under any condition was unanimously adopted. The new association was formally organized by the election of W. W. Wheeler, of St. Joseph, as president, and W. P. Theis, of Kansas City, as secretary. The headquarters will be in Kansas City, Mo.

CORN FOR UTAH.

Order for Ten Thousand Bushels Now Being Filled in Kansas.

An order for 10,000 bushels of corn for Utah is now being filled in Kansas, and the shipment is expected soon to arrive here. Some time ago a train load of corn was received here from the corn states and this second shipment is to be used for a similar purpose as that to which its predecessor was put. It has heretofore been a practice among stockmen to send their cattle East for feeding and fattening purposes preparatory to marketing. Then the critics were sold in the Omaha, Chicago or Kansas City markets, and after being slaughtered the dressed beef was sent back here in refrigerator cars. The corn above referred to is brought here for the purpose of feeding a sufficient number of critters to supply the home beef demand. This saves one shipping and consequently saves money to the people here. Of course, the railroads lose that portion of the cattle shipments but they get the corn haul; and if the business proves profitable here this may become a feeding and shipping point for some surrounding country.

RAILROAD NOTES.

Sanpete valley mails will go by the Western after January 1st.

The Western's surveyors are rapidly pushing southward and are now approaching the iron and coal deposits of iron country.

MAIL FOR CHARLESTON, HEBER AND OTHER WASATCH COUNTY POINTS WILL, AFTER JANUARY 1ST, BE CARRIED BY THE RIO GRANDE WESTERN, OVER THE PROVO BRANCH.

A party of hunters have gone up into Idaho on the Oregon Short Line. Among them were Messrs. C. F. MacFarlane, S. W. Eccles and Mr. M. H. Walker.

The Railroad Gazette estimates that during the present calendar year the miles of new railroad lines have been built in the United States.

Local railroads yesterday felt a considerable increase in passenger traffic on account of the late teachers' convention here. There was no extra traffic on the Sanpete lines, however.

A GREAT DEAL OF TRACK STRENGTHENING AND GRADE REDUCING ARE BEING DONE NOWADAYS BY THE RAILROADS, THE OBJECT BEING

to facilitate speed on the passenger service. The Rio Grande Western is working to this end east of Helper on the desert division, a good lot of such work having been done between Springville and Helper.

It is expected that near a hundred stockmen will go from Utah to the National Livestock convention at Fort Worth, Texas, next month. A fine special will leave Denver on the 14th to accommodate them.

A circular showing the routes and giving the rates of passenger fare from Portland to Cape Nome, Alaska, has been issued by the Oregon Short Line. May list has been set as the date for the sailing of the steamships. Enquiry at the Short Line office here will bring proper information.

AMUSEMENTS.

Clara Thropp closes her brief engagement at the Grand tonight. The bill will be the same as that rendered last night, the brilliant comedy of "Divorcons" and the one act piece entitled "A Flash of Lightning." Divorcons was rendered last night before a fair audience with not very brilliant results. It is a lively French comedy adapted by Sardou and first became famous through rendition by Mlle. Almee; it was once done in this city years ago but has almost been forgotten. Still it is a comedy that requires talents of the highest order, and Miss Thropp and her company in grappling the piece attempt rather more than they are capable of. Mr. Mulvey's next attraction will be Paul Gilmore in "The Musketeers."

The sale for Emma Nevada's concert is now going on at the Theater.

JUDGE TIMMONY'S COURT.

William Rosland was accused of vagrancy and did not care to dispute the allegation.

"I've never been before this court in my life," said he. "I admit I asked for assistance because I have been in the hospital sick."

"Well, I'll give you the balance of the afternoon to get out of town," came from behind the judicial bench, and William left.

H. C. Wilson had been there too. In fact he was a bosom chum of Rosland's. They had worked at Scofield together.

"You don't want to go back to Scofield?" asked the court.

"Gladly," sobbed Wilson as he followed after James.

John Wilson, not brother, no relation to H. C., did not show up, and consequently his cash bond was absorbed.

Robert Brook, the trooper who raised such a terrible row on Commercial street last night, pleaded guilty to drunkenness but said "nit" to the accusation of being an officer.

Officer Roberts took the stand and gave the trooper a brilliant reputation.

"He's the meanest man I ever saw," asserted the officer. "When I went to arrest him he informed me that he was a watchman and boss of the street."

"At the station here he abused the desk sergeant and reporters and acted simply awful."

"Stand up," ordered the court, looking severely at the trooper.

"On the charge of drunkenness you are fined \$10, and for resisting an officer \$25."

Sid Sidney was adjudged guilty of being drunk and using profane and abusive language. He settled matters by plunking down \$10.

Maud Cheshire and Ella Lowe, two young incorrigibles, pleaded not guilty to the charge of immorality.

Detective Sheets testified as to their reputation, which was not very favorable. The court ordered that the girls be taken before Judge Norrell to show cause why they should not be sent to the State Industrial school.

When Judge Timmony made this order the Cheshire girl smiled and clapped her hands.

George Daniels, a 13-year-old lad, started out today to make a record for himself. He grabbed a purse containing 20 cents from a little fellow named Urban Swensen, and ran away with it.

The court sent him to Judge Norrell, who will probably send him to the State Industrial school.

POLICE POINTERS.

A couple of fellows were indiscreet enough yesterday afternoon to amble about the streets begging. Officer Johnson took them under his protecting wing and booked them at the station for vagrancy.

Carpenters were set to work today repairing the tracks at the old station, much to the delight of the chronic attendants of court.

CLEANING HOUSE REPORT.

December 28, 1899.

Today's clearings.....\$355,328.10

Same day last year.....\$469,989.22

ORE AND BULLION REPORTS.

M'CORMICK & CO.

Mingo bullion.....\$3,500

Silver and lead ores.....4,000

PROPERTY TRANSFERS.

Abstract of transfers filed in the Recorder's office, Salt Lake county, Utah, December 27, 1899:

Mary H. Sorenson to G. S. Ostler, warranty deed, 10 acres north-east of southeast quarter section 22, township 8 south, range 1 west.....\$ 450

Clarissa C. Cannon to Rebecca J. N. Asper, warranty deed, part lot 1, block 159, plat A..... 1

Ann M. Cannon to Rebecca J. N. Asper, warranty deed, lots 25 to 29, block 11, Forest Dale..... 500

F. P. Chrisman to Carrie Cain, warranty deed, 35x125 feet southwest from 93 1/2 foot south of northeast corner lot 8, block 6, Golden park subdivision..... 1,000

Mary E. Suydam and husband to W. S. M. McCormick, warranty deed, 5x10 rods southeast from northwest corner lot 3, block 22, plat B..... 2,000

Caroline H. Heston to Pearl A. Hill, warranty deed, 55x181 feet southwest from 93 1/2 foot south of northeast corner lot 8, block 7, plat C..... 150

John Halvorson to P. W. Brazier, warranty deed, 24 feet by 9 rods southeast from northwest corner lot 2, block 13, plat A, etc..... 235

John Godin to Aaron Keyser, warranty deed, 23x10 rods northeast from 12 1/2 rods north of southwest corner lot 4, block 41, plat B..... 400

H. M. McCarney to Simon Bamberger, warranty deed, interest 10 rods by 55 feet northeast from southwest corner lot 1, block 74, plat A..... 5

Salt Lake county to Rosetta M. By, quit-claim deed, lots 5 and 6, block 4, E. D. Gray subdivision..... 5

David Duncombe to Aaron Keyser, sheriff's deed, 10x7 rods southeast from 12 1/2 rods north of southwest corner lot 6, block 13, plat A..... 1,000

W. H. Leverich to W. H. Leverich, sheriff's deed, lot 14, Fox's subdivision..... 5

Total.....\$ 6,773

See and \$2.00, all districts.

SCOTT & DOWNE, Chemists, New York.

Hood's Sarsaparilla

Never Disappoints

Hood's Sarsaparilla is the non-irritating and only cathartic to take with Hood's Sarsaparilla.

"Love and a Cough Cannot be Hid."

It is this fact that makes the lover and his sweetheart happy, and sends the sufferer from a cough to his doctor. But there are hidden ills lurking in impure blood. "The liver is wrong," it is thought, "or the kidneys." Did it ever occur to you that the trouble is in your blood?

Purify this river of life with Hood's Sarsaparilla. Then illness will be banished, and strong, vigorous health will result. Hood's Sarsaparilla is the best known, best endorsed and most natural of all blood purifiers.

Consumption—"After the grip I had a bad cough, dizziness and night sweats. Humor broke out and consumption was diagnosed. One bottle Hood's Sarsaparilla helped me and four bottles cured me perfectly." Mrs. N. D. Kinney, Morris, Conn.

The Blood—"A grand blood purifier is Hood's Sarsaparilla. This and Hood's Pills have greatly benefited me." Mrs. J. G. Smith, Cleburne, Tex.

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