

# WESTERN CAN NOW BE BOUGHT

A Price Has Been Fixed on the R. G. W. Railroad.

## STORY COMES FROM DENVER

In the Meantime All Are Guessing and Are Maintaining the Tariff at All Hazards.

The following clipping from the Denver Post is not calculated to create an overwhelming amount of that feeling of security which is supposed to permeate a well regulated general office of the average first class railroad—the others are wondering where the rumor thunderbolt will strike next:

"The Rio Grande Western is for sale. A price has been fixed for it and anyone may have it at that figure. W. H. Palmer, president of the road, arrived in town this morning. He was closeted with Colonel Dodge, general manager, for several hours.

President Frank Trumbull of the Colorado & Southern, Colorado Midland and Fort Worth & Denver City railroads, held a consultation with the two Rio Grande Western officials.

It is believed that a consolidation of interests between the Colorado lines controlled by these gentlemen has been effected.

President Jeffery is also in town, and the Denver & Rio Grande is perhaps included in the deal.

Colonel Dodge stated that the Western had not been sold. He admitted that a price had been fixed for it and that it might be sold at any time."

### RATE SITUATION.

Since the big consolidation stories started there has been a change come over the scene. Today the old-time pocket and slasher has thrown away his pocket knife and is looking at innocent as the proverbial lamb. The edict has gone forth that there shall be no more rate cutting, and what is more to the point, it is being scrupulously obeyed. Traffic managers on the various lines are not going to take any chances at this stage of the game, and are putting in their time signing type-written circulars to the various agents of their respective lines exhorting them to tread the straight and narrow path that leads to peace and harmony, so that if there should be a rift in the transcontinental lute in the dim and distant future they can turn round to the Harriman syndicate et al, and say with the bard of Avon, "Shake not your gory locks at me; thou canst not say, 'I did it.'"

It is generally conceded that it has been many years since the shippers and merchants of this city have enjoyed, or otherwise, such unanimity in tariffs quoted by the various competing lines. Beyond dark hints as to concessions in the future when it is safe to crawl out of the cyclone cellar, the shipper has to be content with the schedule. He realizes this state of affairs too, with the result that Salt Lake shippers are doing what they have very seldom done before—dividing up their patronage among the various lines and not routing it over one line as has been the custom.

### CARNEGIE MAKES A MOVE.

Will Build a Road to Connect Pittsburg With Toledo, Cost \$15,000,000.

Pittsburg, Pa., Feb. 25.—The Dispatch says today: The oft repeated threat of Andrew Carnegie to build a trunk line entry into the West and the long promised entry on the Wabash railroad into this great tonnage center, are at last assured facts. The Carnegie Steel company has entered into an agreement with George J. Gould, principal owner of the Wabash; Joseph Ramsey, Jr., vice president and general manager; Sol Myron T. Herick, chairman of the Wheeling and Lake Erie and a dozen prominent capitalists to furnish them with a heavy tonnage to the west and southwest if they will build and lease lines that will connect Pittsburg with Toledo, the present terminus of the Wabash. The new railroad will be completed within six months and the contract will continue for twenty years. The road will cost \$15,000,000.

Other heavy tonnage contracts in the Pittsburg district are guaranteed. This agreement assures a new railroad outlet for Pittsburg to the West, despite the fact that J. Pierpont Morgan and the Vanderbilt-Cassatt-Cohen railroad combination has the Carnegie interests tied up under an option to sell. The contract was signed three weeks ago, and at a time when the Morgan interests are clamoring for the option on Mr. Carnegie's holdings.

### INDEPENDENCE UNIMPAIRED.

President T. E. Jeffery of the D. & R. G. Talks of Future Development.

President E. T. Jeffery of the Denver & Rio Grande arrived in town this morning over the Burlington in his private car "Ballyclaire," says the Denver Post to have said. He was accompanied by W. J. Watson of Chicago, a prominent railway supply dealer.

It is believed that the presence of W. J. Watson with Mr. Jeffery indicates that he has been awarded a contract for a large quantity of railway equipment.

J. B. Andrews, Mr. Jeffery's secretary, met him at the depot with a carriage and they drove up town together. The present system of the road is an improvement in the history of railway improvements in Colorado, according to Mr. Jeffery.

Extensive improvements are contemplated and the Denver & Rio Grande will strengthen its service along the entire system. Regarding the entry of George J. Gould into the directorate of the company, Mr. Jeffery said:

Mr. Gould has purchased an important interest in the Denver & Rio Grande and will participate in the management of this property and in the development of the resources of this State. The future policy will be to improve and enlarge the system rapidly as the business interests of Colorado require. The latest and best facilities will be furnished patrons of the road. Relations with connecting lines will continue to be strong and cordial.

"Progress in the watchword with us."

"The independence of the Denver & Rio Grande will continue unimpaired. No other railroad has acquired control of this."

The large increase in the output of precious metals has attracted the widespread interest of capitalists and among them George Gould. Colorado people may be assured of better service than ever before and have no reason to be apprehensive over the recent changes in the holdings of Denver & Rio Grande securities."

# Used 20 Years

We do not know of any other hair preparation that has been used in one family for twenty years; do you?

But Mrs. Helen Kilkenny, of New Portland, Me., says her mother used Ayer's Hair Vigor that long and always liked it as a hair dressing.

You can rely upon it for stopping your hair from falling out, for keeping your scalp clean and healthy, and for restoring color to gray hair

One dollar a bottle.

If your druggist cannot supply you, send us a note and we will express a bottle to you at our nearest express office.

J. C. Ayer Co., Lowell, Mass.

Send for our handsome book on The Hair.

has been finished and is now full of ice ready for next summer. This move was taken on account of the difficulties in which the company found itself last season when the famine was holding sway. Up to that time the company had never paid more than \$3 a ton for the congealed water, but found itself called upon suddenly to secure it in limited quantities at the respectable figure of \$8 a ton. Manager Bateman did not propose to be caught again and accordingly proceeded to erect storage facilities.

### SPIKE AND RAIL.

W. H. Snedaker left for the coast yesterday.

General Superintendent E. E. Calvin of the Oregon Short Line is up in Idaho.

B. F. Saunders, the well known sheep and goat raiser, has gone to Kansas City on business.

—The third week in February the estimated mileage of the Rio Grande Western was \$74,000, a decrease of \$10,000.

C. J. Brook, general traveling passenger agent of the Chicago Great Western, has been in this city for the past two days.

N. P. Glann Construction company of Chicago has secured the contract for the abutments for seventy-three bridges on the Rio Grande Western.

The Omaha papers are responsible for the rumor that General Manager E. Dickinson of the Union Pacific will go to the Southern Pacific in a similar capacity.

Railroad contractors are already beginning to look over the proposed route of the Burlington from Guernsey to Salt Lake with the idea of putting in their bids in the near future.

Byron L. Smith, one of the directors of the Chicago Northwestern, will accompany the Chicago Commercial club on its 12,000 mile trip. They will arrive in Salt Lake from the coast on March 21.

Circulars have reached Salt Lake signed by President E. W. Nash of the American Smelting & Refining company announcing the appointment of S. W. Eccles as traffic manager of the company, having entire charge of all traffic with headquarters at 71 Broadway, New York.

### PRESIDENT IS SURPRISED.

F. S. Bramwell of Northwestern States Mission is Honored.

Presented With a Gold-Headed Cane and a Solid Gold Watch, by Members of the Mission.

Under date of February 22nd, the Oregon Observer of La Grande, Union county, prints the following interesting account of a surprise party that was tendered President F. S. Bramwell of the Northwestern States mission of the Church of Jesus Christ of Latter-day Saints:

Wednesday evening, February 19, 1901, will long be remembered by President F. S. Bramwell of the Northwestern States mission, as well as by the members of the Church of Jesus Christ of Latter-day Saints, as upon this date the members of the mission took occasion to express their kindly feeling and appreciation of his work by a public demonstration in his honor. Though no little work and thought had been expended in the preparation of this delightful celebration, so carefully was each move made that though the final arrangements were perfected almost before his face, no hinting of what was about to occur was allowed to reach him. Consequently when Mr. T. N. Murphy asked him to "please go with him to the Elks hall for a few minutes" he readily consented.

The sight which burst upon his vision was well calculated to surprise and astound him, for there assembled were nearly two hundred of his friends, and when he was informed that they manifested in his love and respect for him, his astonishment knew no bounds. He was at once escorted to the seat of honor, when Secretary Monson, in the course of the following address, presented him with a handsome gold-headed cane and a solid gold watch, chair and chair. Upon each were engraved the date and his name, and the signature, "The Northwestern States Mission."

PRESIDENTIAL SPEECH.

President Bramwell, it becomes my pleasant duty, in behalf of the Saints and Elders of the Northwestern States Mission, to inform you that we are not ungrateful for the love and respect of your laborers among us. During the years that you have presided over this mission, many heavy hearts have been lightened by the kind word and wise counsel that you have given us. You have been a faithful leader, you will ever be remembered by us with feelings of highest regard and esteem.

As we have for you, we ask you to accept these humble gifts with the love that has prompted the giving. We have chosen gifts that might represent to you the most precious thing in life—the love of friends. We have also sought for durability to signify to you the eternity of that love; and

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# BASEBALL IN UTAH THIS SEASON

Salt Lake, Ogden and Park City Are Getting Ready.

## CLUBS TO BE ORGANIZED.

Two Associations to Incorporate With a Capital of \$1,500 Each—A Successful Season is Predicted.

The baseball situation continues to improve and it is predicted with a good deal of assurance that the coming season will be the most successful in the history of local baseball.

Promoters of the sport in Salt Lake, Ogden and Park City are leaving no stone unturned to secure the very best talent obtainable, and such efforts are bound to make the national game more popular than ever in Utah lands. It is practically settled that a club will soon be incorporated here with a capitalization of \$1,500. The statement comes from good authority that Mayor Thompson, Clarence McCornick, Harry Joseph and other prominent men who are enthusiastic patrons of the game, have signified their willingness to back the proposition, and place in this city a nine second to none in the west.

The name of Billy Griffin has been suggested in relation to the position of manager of the team, and there could be no better. His knowledge of the game, his executive ability and his inflexible discipline are well known to Salt Lake, and that he would keep a team on the right path can be no doubt.

Matters are taking a definite form at the Junction city. Yesterday the directors of the Ogden Baseball association met in the office of Dr. R. S. Joyce and the future outlook was thoroughly discussed. Some little changes in the Ogden team are deemed necessary, but they will be few and far between. Practically the same merry crowd of "Lobsters" who were seen here last year will be on the diamond this season.

At Park City the situation is, to say the least, exceedingly gratifying. Last evening Jack Meckelke the erstwhile Short Line, returned from the Park, and reports that the proposition to incorporate a ball club has received an impetus to the tune of \$750 dollar subscription by Park City fans. The balance to make up a capital of \$1,500 is coming up and the organization is expected to be consummated another Sunday rolls around. Your "Uncle Jack" says there is to be no failure and Salt Lake and Ogden will have to do some championship ball playing to prevent Park City from doing the 1886-7 act. Already, catches Billy McCausland of Denver, and J. L. Redman of Osborne, Mo., and Harry Pendergast, former Rio Grande pitcher, have been secured. These men are all Crackers Jacks in the "high ball" line, and Meckelke is now corresponding with some eastern professionals who are anxious to come out here. The task of fitting up the grounds at Park City will be completed in a few days.

The only thing asked now by the baseball enthusiasts is an early spring and lots of it.

### GUN CLUB SHOOT.

Nine Members Contest in Spite of the Bad Weather.

Despite the unfavorable condition of the weather Saturday afternoon, nine members of the Salt Lake Gun club met at the traps and indulged in a little shooting. As usual Capt. Callison carried off the honors of the day. He scored 41 kills out of a possible 50, while John Sharp came next with 47 kills. The score was as follows:

Callison, 41; John Sharp, 47; Parker, 44; Joe Sharp, 44; George, 42; Booth, 38; John Sharp, Jr., 35; Barratt, 23; Wilson, 20.

### GYMNASTIC EXHIBITION.

To be Given at the Grand by Y. M. C. A. Class.

Early in April a class of eight members under the leadership of Physical Director J. A. Augustus of the Y. M. C. A. will give an athletic exhibition in the Grand Opera House. The program will consist of pyramid building, high jumping and kicking, Indian club swinging and mat and bar work. Following are those who will take part in the exhibition: Stewart, Smith, Archer, Edgar, Johnson, Buckett, Barnes, Richardson and Cheshire.

### OUTSIDE EVENTS.

TIGHT-LENE IS DRAWN.

Only Men With a 2:10 Record Can Race for Championship.

Boston, Feb. 25.—For the first time in the history of bicycle racing a tight-le line has been drawn this year, dividing the first and second class racing men of America. The board of control of National Cycling association has decided that only men with a record of a mile in 2:10 or better in open competition, may start in championship races. L. A. records will not be accepted in classifying the men. They must have established the 2:10 standard under N. C. A. record.

The list of the first class includes representatives of the twelve cities in the United States and but one city has more than one representative. This is New Haven with Geo. H. Collette, E. C. Hausman and W. A. Ruiz. Besides this trio, Major Taylor, last year's champion, Fred Kramer of East Chicago and Al Newhouse of Buffalo, will represent the East. Howard B. Freeman, of Portland, Ore., and F. A. MacFarland, of San Jose, are from the Pacific coast. From the Rocky Mountain district comes Iver Lawson, now racing in Australia.

The South will be represented by Bobby Walther, of Atlanta; and Owen Kimball, of Louisville. The middle West has three representatives: Tom Cooper, champion of '99; Earl Kiser, of Dayton, and John T. Fisher, of Chicago. In the past men have been rated as first class, on the present reckoning are forced back into the second class. Among them are Tom Butler, the U. S. W. champion in '98; Jimmy Moran, the Chelsea milkman, and Hardy Downing, the San Jose ranchman, team mate of Howard B. Freeman, among the men now ranked as first class because of their ability to ride in the championship races of the N. C. A. under new system, the rule is looked upon with no little favor as abolishing team work.

The men believe that in removing the privilege of starting from the men with a record over two minutes, ten seconds, the chairman championship is made much fairer. The heat of four men who must pace and pace about, the semi-final of one with single pace and the

# ROBINSON'S SEAMLESS SHOE

Can't Rip

Of all the good shoes we ever built for boys— We never struck anything before that wouldn't rip. Robinson's seamless shoes for boys can't rip. \$1.25 per pair and up.

ROBINSON BROS. CO., SHOE BUILDERS, 124 Main St.

final without pace are said by all to be the best manner of determining the all-round ability of the riders.

### Gussie Wins Again.

Fresno, Cal., Feb. 24.—Fair weather permitted excellent racing today on the National Racing Circuit at the Velodrome. One world record was broken. Stone doing the ten-mile mile-paced race in 14:43 1-5, beating Newkirk. This was nineteen seconds faster than the previous record, made by Nelson at Los Angeles. The Lawson of Salt Lake again won the mile professional race in two heats.

### Golf Meeting.

New York, Feb. 25.—Associate and allied members of the American Golf association are billed to attend the annual meeting of association here Friday March 15.

As regards the dates there are likely to be some clash when those for the amateur championship come up for discussion. The Western association, which embraces all the clubs around Chicago, has deputed H. C. Chaffield-Taylor to make a sturdy fight for some week in the fall. This was tried at Morris county, in 1899, and in a measure was found wanting. In spite of the fact that the first pair of the 119 starters in the qualifying round were dispatched at seven o'clock in the morning and the last three or four couples were compelled to finish by lantern light. Among the Westerners were Douglas and Foxhall Keene. If the Western golfers wish to have the amateur struggle postponed to the fall, a start the qualifying round will have to be made not later than 6 in the morning.

It is on the cards, it is said that its abolition will be advocated and match play only be introduced. This is the system adopted in Great Britain, judging, however, from interviews with subject with two such players as Douglas and Harry Vardon, it would seem that both are in favor of preliminary round at medal play.

There is always danger in using counterfeits of DeWitt's Witch Hazel Salve. The original is a safe and certain cure for piles. It is a soothing and healing salve for sores and all skin diseases. F. C. Schramm.

### Tooth Brushes for Everybody

Just because we harped for a whole week on these special Tooth Brushes for Ladies— Don't get it into your head that they're the only kinds we have here.

We've tooth brushes at 10c, tooth brushes at 50c. Lots in between.

We've tooth brushes for men, for boys, for girls, and the little tots.

And they're all made by the world's best makers.

Imported by ourselves direct from the manufacturers.

Our name stamped on every brush.

A guarantee that they're alright.

Of course you know even in the best and most careful of manufacturing a slip gets in once in a while.

Loose bristle for instance.

If you should get it—come for another brush free.

F. C. SCHRAMM, Prescription Druggist, Where the cars stop, McCornick Building.

DR. J. B. KEYSOR DENTAL PARLORS, 240 S. Main St. Next door North of Walker House.

Good Set of Teeth for \$8.00.

Amalgam or silver filling ..... \$1.00 Gold filling ..... \$2.00 and up Teeth cleaned ..... \$1.00 Solid gold crowns ..... \$5.00 Bridge work, per tooth ..... \$5.00 Crown & Bridge Work a Specialty.

Buyers of Royal are protected by this label

Of course, it may be the cook's fault or possibly the stove won't draw, but are you quite sure it isn't the coal?

Bamberger, 161 Main.

Joseph E. Taylor, PIONEER UNDERTAKER

Of Utah, Open day and night. Factory and Warehouses 30 E. First South, 15 blocks east of Theater.

# OREGON SHORT LINE Time Table

In effect Nov. 8, 1900.

DEPART.

For Ogden, Cache Valley, Omaha, Chicago, Denver, Kansas City and St. Louis..... 6:50 a.m.

For Portland, Provo, Nephi, Tintic, Moenur, Provo, Nephi and Mantia..... 7:45 a.m.

For Ogden, Butte, Helena, Portland, San Francisco and intermediate points..... 9:45 a.m.

For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco..... 12:30 p.m.

For Ogden, Denver, Kansas City, Omaha, St. Louis and Chicago..... 6:30 p.m.

For Provo, Nephi, Milford and intermediate points..... 6:05 p.m.

From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, San Francisco..... 9:30 p.m.

From Ogden, Cache Valley, Omaha, Chicago, Denver, Kansas City and St. Louis..... 10:10 p.m.

From Ogden, Portland, Spokane, Butte, Helena and San Francisco..... 9:05 a.m.

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