

## INTERMOUNTAIN EXCURSION COMES

All of the Railroads Have Made Special Cheap Rates.

### SECOND WEEK IN AUGUST

Will See in Salt Lake a Couple of Thousand Visitors from Outside of Utah, Say Promoters.

The number and frequency of railroad excursions which are being run to Salt Lake is without precedent in the history of the town. They come from all parts of the United States, but more particularly from States contiguous to Utah. Aside from those excursions which are conducted by the railway companies themselves, one is occasionally sandwiched in by public or secret organizations. The latest of these to be made known in detail is that of the Elks of this city, who are now beginning to announce the features of the outing. In the first place all the railroads entering here—the Union Pacific, Oregon Short Line and Rio Grande Western—have fixed very low excursion rates. From Butte a round trip rate of \$15 is named, while from Denver, Grand Junction, Glenwood Springs, Rawlins, Evanston, Boise, Helena and all points in Nevada rates proportionate to the Butte figure have been fixed. It is the intention to make the affair a sort of intermountain excursion and is estimated by the local Elks that from two to three thousand strangers from outside of Utah will visit the city on the day of the excursion, August 18th. A mammoth outing at Salt Lake is a part of the program and the proceedings at the Elks are to be of an exceptional character. On the night of August 18th, which will be Wednesday, there is to be a spectacular parade, which the promoters promise shall equal in brilliancy and cost the best that have ever occurred in this city. Announcement of the excursion will be made in all the important towns in the intermountain country and already many encouraging reports are received from afar which indicate that the number of visitors to the city will be exceptionally large.

### WAS GOOD FOR ALL

Last Fiscal Year Shows Total Earnings of Railroads, \$1,313,010,118.

For the year ending June 30, 1899, according to the twelfth statistical report of the interstate commerce commission, the gross earnings from the operation of the railroads in the United States, covering an operating mileage of 187,534.65, were \$1,313,010,118, being \$66,284,497 more than for the preceding year. The operating expenses were \$856,965,999, the increase in this item being \$10,667,722. The details of gross earnings were as follows:

	1898-99	1897-98
Passenger revenue	\$291,112,993	\$244,142,503
Freight revenue	\$599,011	\$599,011
Express revenue	\$26,766,084	\$24,791,937
Freight revenue	\$13,737,155	\$7,999,436
Other earnings from freight service	\$4,261,804	\$4,241,401
Other earnings from passenger service	7,687,155	\$7,009,436
Operating expenses	\$856,965,999	\$846,308,277
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every twenty-seven employees was injured. With reference to trainmen it is shown that one was killed for every 135 employed and one was injured for every eleven employed. One passenger was killed every 1,190.23 cars and one injured for every 151.98 cars. Ratios based upon the number of miles traveled, however, show that 61,051,550 passenger miles were accomplished for each passenger killed and 429,200 passenger miles accomplished for each passenger injured.

**AS TO RECEIVERSHIPS.**  
The number of railways in the hands of receivers on June 30, 1899, was twenty-one, there being a net decrease of twenty-three as compared with the corresponding date of the previous year.

The number of railways placed in charge of receivers during the year was sixteen, and the number removed from their management was thirty-nine. The operating mileage of the roads under receivers on June 30, 1899, was 9,553.13 miles, of which 7,225.62 miles were owned by them.

It appears that the capital stock represented by railways under receivership on June 30, 1899, was \$229,210,638; funded debt, \$206,456,349; and current liabilities, \$39,180,823. These figures show a decrease of \$43,826,793 in capital stock represented, as compared with the previous year, and of \$16,405,351 in funded debt.

### EMPLOYEES AND SALARIES.

The number of persons employed by the railways of the United States, as reported on June 30, 1899, was 928,254, or an average of 495 employees per 100 miles of line. As compared with the number employed on June 30, 1898, there was an increase of 54,306, or twenty-one per hundred miles of line.

During the year ending June 30, 1899, \$322,867,506 was paid in wages and salaries, an amount \$77,453,625 in excess of that paid during 1898. The compensation of the employees of the railways for 1899 represents 69 per cent of their operating expenses, and 40 per cent of their gross earnings.

### SPIKE AND RAIL.

The G. A. R. and W. R. C. are at Lagoon today.

Western passenger traffic at present is most remarkable.

General Passenger Agent Burley of the Oregon Short Line is in Idaho.

Cashier Colton of the Rio Grande Western is out of town on vacation.

President A. W. McCune of the Utah & Pacific will go down over the line tonight.

Firemen on the Rock Island complain of the heavy work they are called upon to perform on the new big engines.

Section men of the Western at Mantle have joined the strikers on the Sevier River. They want an advance of 25 cents per day.

General Passenger Agent Heints of the Western has returned from his tour with the other general agents of his road.

Oddfellows from all over the State are out at Salt Lake today and there are hosts of them. The last train will leave the beach at 11:15 tonight.

One fare for the round trip has been fixed by the railroads for next Sunday, when the corner stone of the new Catholic cathedral here is to be laid.

White and colored railroad passengers in Virginia will henceforth occupy separate cars. The law went into effect on the first of the present month.

W. H. Snedaker of the Illinois Central left for San Francisco today after a very satisfactory and pleasant visit with Mr. Donald Rose, commercial agent here for the big system.

For the second week of July the gross earnings of the Rio Grande Western were \$88,200, an increase of \$2,200. For the two weeks the gross reaches \$142,400, an increase of \$18,100.

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## Save Your Dollars.

They might come in handy some day and every time you pay 25c for a full weight pound can of Three Crown Baking Powder you save 25c. You also save money when using Three Crown Spices as they are ground fresh all the time while imported goods lose their strength and aroma, and if you wish delicious cakes and ice cream ask your grocer for Three Crown extracts, as they will assure the best of success.

## Hewlett Bros. Co.

diffusion as when lost. They were returned to the surprised owner the next day.

Manager Critchlow's war vessel, which is to be launched upon the lake at Lagoon, has not yet arrived, some delay in transit having occurred somewhere, as is sometimes the case. It is on the way, however, and is momentarily expected to arrive. Mr. Critchlow proposes, immediately upon the launching of the craft, to train her heaviest guns upon and reduce either the peanut stand or the merry-go-round organ. He said he has the range "down pat" and thinks that if the alleged musical instrument be the object of his bombardment he may be able to knock out a few more of the "off-color" notes and produce some additional "holes" in the melodies. Commodore Critchlow may be depended upon to aim for the vital parts and is thinking seriously of running a sort of international excursion to the city upon his latest expedition. This he contemplates on account of the partial failure of the Paris exposition, and the world ought to be given some other amusement in its disappointment.

Western lines have agreed to raise the rates on grain and grain products between the Mississippi and Missouri rivers, and between Kansas City, New Orleans and Galveston. It was agreed at the meeting recently held in Chicago that the rate of 9 cents between the rivers should hereafter be maintained.

In order to maintain the proper relation between the shipping interests west and south the rate between Kansas City and the Gulf, which is now 15 cents, will be raised accordingly. It is understood that as soon as the competition closes the rates will be further raised between the rivers and from the Missouri east to the seaboard.

The rate on export grain is now 15 1/2 cents, and on grain products 17 1/2 cents. Formerly the rate was as high as 25 cents, and it is said to be the purpose of the roads to finally restore this rate. The unanimity and harmony which existed in the meeting is ample indication that the recent presidents' agreement is having its effect.

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## WALKER HOUSE NEARLY DESTROYED

Was Built Thirty Years Ago at Great Expense.

### THE UPPER STORIES RUINED

Fire Caused by a Deceptive Flame—Faithful Work of Fire Ladders and Other Citizens.

The beautiful residence of Mrs. Francis Walker, No. 432 south East Temple street, was well nigh destroyed by fire yesterday afternoon. Miss Schoppe passed the house about 3:30 and perceived occasional puffs of smoke jetting up from the roof, and at once notified the people who were in the house. Miss Hattie Thatcher, who was in the sitting room sewing with Mrs. S. F. Walker, Miss Nellie Walker and Mrs. Eccles, ran out and saw that the house was on fire. She cried to Mrs. Eccles to ring for the fire department at once, which was done. The department responded with alacrity, but the flames had found their way among dry rafters and their hungry tongues soon made sad havoc of that section of the house.

During the delay the flames swept to the north side of the roof, becoming more destructive all the time. The fire ladders ascended to the roof also went into the interior, coming in such close proximity to the flames that they were forced to step to the windows every few moments to catch a breath of air. In the meantime scores of citizens, among them some of the most prominent in the city, were doing all in their power to rescue the most valuable articles from the flames. Some of the inexperienced, however, were so grotesque in their movements and had such unique ideas as to what should be taken and how to take it, that the onlookers more than once provoked into laughter. Among the ladies whose coolness and courage proved to be of great value were Mrs. M. H. Walker and Mrs. Fred Walker, the latter personally saving all the cut glass, and refusing to abandon the work until she was literally compelled to do so. Almost everything downstairs was saved, but very few things up stairs. Max Smith and Harry Hague went up stairs and returned part of the ceiling fell upon Smith, doing him no particular harm, except ruining his suit.

When the word first passed up the street that the Walker residence was on fire, people swarmed to the scene from all directions, and the crowd became so dense that the work of the firemen and the useful salvage men, who were materially hindered. One of the most trying positions was up in the cupola, where the flames were doing much damage, and the heat was so intense that the small coteries of men who were at work there had to make their way to the open air every moment else they would have perished.

It is thought that a defective flue was the cause of the fire, and what makes this theory more reliable, is the fact that the fire broke out immediately above the point where the flue is defective. Throughout the entire fire, while the water was pouring all over it, the flames kept rising steadily.

Although a definite estimate cannot be made, it is thought that the loss amounts to fully \$15,000 while the insurance amounts to \$12,500.

Sharp Walker, one of the late S. F. Walker, stated that he could make no estimate of the loss, but he did not think the insurance would cover it. The insurance is by the following companies: D. F. Walker Jr., agent, \$5,000; National of Hartford, represented by the Union Insurance agency, \$5,000; Home of New York, McGurkin & Co., agent, \$2,500.

The house was built thirty years ago, at a cost of \$40,000. It was a handsome, roomy, convenient home, and the owners were reluctant to tear it down to erect a more modern house in its stead, but Mr. Walker states that it is now quite probable that a modern dwelling will be put up on the premises.

The lawn and flowers about the house were trampled into the earth and it will be a long time before they again present as attractive an appearance as they did before the fire. Mr. Walker commends the firemen very highly for their efficient and faithful services.

**SWEET INVITATION.**  
The "News" has received an invitation which reads thus:

"The J. G. McDonald Candy Co., of Salt Lake City and Ogden, cordially invite you to accompany them on their annual outing, which will be at the Lagoon Wednesday, July 18th.

A special train will leave Ogden at 10:00 a. m. and will arrive at Salt Lake at 11:00 a. m. and will leave Salt Lake at 1:00 p. m. and will arrive at Ogden at 2:00 p. m. and will leave Ogden at 4:00 p. m. and will arrive at Salt Lake at 5:00 p. m. and will leave Salt Lake at 7:00 p. m. and will arrive at Ogden at 8:00 p. m. and will leave Ogden at 10:00 p. m. and will arrive at Salt Lake at 11:00 p. m. and will leave Salt Lake at 1:00 a. m. and will arrive at Ogden at 2:00 a. m. and will leave Ogden at 4:00 a. m. and will arrive at Salt Lake at 5:00 a. m. and will leave Salt Lake at 7:00 a. m. and will arrive at Ogden at 8:00 a. m. and will leave Ogden at 10:00 a. m. and will arrive at Salt Lake at 11:00 a. m. and will leave Salt Lake at 1:00 p. m. and will arrive at Ogden at 2:00 p. m. and will leave Ogden at 4:00 p. m. and will arrive at Salt Lake at 5:00 p. m. and will leave Salt Lake at 7:00 p. m. and will arrive at Ogden at 8:00 p. m. and will leave Ogden at 10:00 p. m. and will arrive at Salt Lake at 11:00 p. m. and will leave Salt Lake at 1:00 a. m. and will arrive at Ogden at 2:00 a. m. and will leave Ogden at 4:00 a. m. and will arrive at Salt Lake at 5:00 a. m. and will leave Salt Lake at 7:00 a. m. and will arrive at Ogden at 8:00 a. m. and will leave Ogden at 10:00 a. m. and will arrive at Salt Lake at 11:00 a. m. and will leave Salt Lake at 1:00 p. m. and will arrive at Ogden at 2:00 p. m. and will leave Ogden at 4:00 p. m. and will arrive at Salt Lake at 5:00 p. m. and will leave Salt Lake at 7:00 p. m. and will arrive at Ogden at 8:00 p. m. and will leave Ogden at 10:00 p. m. and will arrive at Salt Lake at 11:00 p. m. and will leave Salt Lake at 1:00 a. m. and will arrive at Ogden at 2:00 a. m. and will leave Ogden at 4:00 a. m. and will arrive at Salt Lake at 5:00 a. m. and will leave Salt Lake at 7:00 a. m. and will arrive at Ogden at 8:00 a. m. and will leave Ogden at 10:00 a. m. and will arrive at Salt Lake at 11:00 a. m. and will leave Salt Lake at 1:00 p. m. and will arrive at Ogden at 2:00 p. m. and will leave Ogden at 4:00 p. m. and will arrive at Salt Lake at 5:00 p. m. and will leave Salt Lake at 7:00 p. m. and will arrive at Ogden at 8:00 p. m. and will leave Ogden at 10:00 p. m. and will arrive at Salt Lake at 11:00 p. m. and will leave Salt Lake at 1:00 a. m. and will arrive at Ogden at 2:00 a. m. and will leave Ogden at 4:00 a. m. and will arrive at Salt Lake at 5:00 a. m. and will leave Salt Lake at 7:00 a. m. and will arrive at Ogden at 8:00 a. m. and will leave Ogden at 10:00 a. m. and will arrive at Salt Lake at 11:00 a. m. and will leave Salt Lake at 1:00 p. m. and will arrive at Ogden at 2:00 p. m. and will leave Ogden at 4:00 p. m. and will arrive at Salt Lake at 5:00 p. m. and will leave Salt Lake at 7:00 p. m. and will arrive at Ogden at 8:00 p. m. and will leave Ogden at 10:00 p. m. and will arrive at Salt Lake at 11:00 p. m. and will leave Salt Lake at 1:00 a. m. and will arrive at Ogden at 2:00 a. m. and will leave Ogden at 4:00 a. m. and will arrive at Salt Lake at 5:00 a. m. and will leave Salt Lake at 7:00 a. m. and will arrive at Ogden at 8:00 a. m. and will leave Ogden at 10:00 a. m. and will arrive at Salt Lake at 11:00 a. m. and will leave Salt Lake at 1:00 p. m. and will arrive at Ogden at 2:00 p. m. and will leave Ogden at 4:00 p. m. and will arrive at Salt Lake at 5:00 p. m. and will leave Salt Lake at 7:00 p. m. and will arrive at Ogden at 8:00 p. m. and will leave Ogden at 10:00 p. m. and will arrive at Salt Lake at 11:00 p. m. and will leave Salt Lake at 1:00 a. m. and will arrive at Ogden at 2:00 a. m. and will leave Ogden at 4:00 a. m. and will arrive at Salt Lake at 5:00 a. m. and will leave Salt Lake at 7:00 a. m. and will arrive at Ogden at 8:00 a. m. and will leave Ogden at 10:00 a. m. and will arrive at Salt Lake at 11:00 a. m. and will leave Salt Lake at 1:00 p. m. and will arrive at Ogden at 2:00 p. m. and will leave Ogden at 4:00 p. m. and will arrive at Salt Lake at 5:00 p. m. and will leave Salt Lake at 7:00 p. m. and will arrive at Ogden at 8:00 p. m. and will leave Ogden at 10:00 p. m. and will arrive at Salt Lake at 11:00 p. m. and will leave Salt Lake at 1:00 a. m. and will arrive at Ogden at 2:00 a. m. and will leave Ogden at 4:00 a. m. and will arrive at Salt Lake at 5:00 a. m. and will leave Salt Lake at 7:00 a. m. and will arrive at Ogden at 8:00 a