

WEATHER REPORT.

Barometer reading at 6 a.m., 25.68 inches. Temperature at 6 a.m., 42 degrees; maximum, 64; minimum, 39; mean, 52 degrees, which is 4 degrees above normal.

Excess of daily mean temperature since the first of the month, 10 degrees.

Accumulated excess of daily mean temperature since January 1st, 559 degrees.

Precipitation since first of month, none, which is 28 inch below the normal.

Accumulated excess in precipitation since January 1st, .54 inch.

FORECASTS TILL 6 P. M. THURSDAY.

Local forecast for Salt Lake City and vicinity:

Fair tonight and Thursday.

Forecasts for Utah, made at Denver, Colorado:

Fair tonight and Thursday.

WEATHER CONDITIONS.

The storm noted over Washington yesterday morning has moved very rapidly and is now central over eastern South Dakota. An area of high pressure now covers the northern and middle plateau regions. Precipitation has occurred over Washington and Montana. It is cooler over southern Idaho and western Colorado; and warmer over southern Utah, the northern and middle Rocky Mountain slope, the Missouri and upper Mississippi valleys.

L. H. MURDOCH,
Section Director.

TODAY'S TEMPERATURE.

10 a. m., 47; 11 a. m., 48; 12 o'clock noon, 51; 1 p. m., 51.

THE CHRISTMAS NEWS

FOR 1901.

A UTAH-COLORADO EDITION.

The Christmas edition of the "News" this year will be printed on Saturday, December 22, 1901. It will contain an exhaustive review of the year's developments in business, mining, commerce, real estate, building, and all other branches of business, and will form the most elaborate compilation of the resources and attractions of Utah which has ever been issued.

Our sister state, Colorado, and its industries and attractions will be well represented in the issue, many beautiful views of Denver and Colorado scenery being given. A big part of the edition will be circulated in Denver, and Colorado's principal cities.

Especially attractive articles will be prepared by a corps of selected writers, and leading men of the community will contribute timely articles on current topics.

As the holiday number will be issued several days ahead of Christmas, it will form an invaluable advertising medium to local dealers for the Christmas trade. The general advertiser could find no better means for reaching the people of the great west. The "News" will pledge a circulation of at least 20,000 copies for the Christmas issue. Special rates will be accorded advertisers who wish their notices printed in the Semi-Weekly News as well, giving them a total circulation of nearly 45,000 copies.

To-day's Metals.

SILVER, Dec. 57 1/8 cents
LEAD, \$3.90
CASTING COPPER 15 3/4 cents lb.

LOCAL BRIEFS.

The barometer at the weather office indicates that a general storm is a prospect of the near future.

Copies of the school law, with comprehensive index have been printed for distribution at the instance of State Superintendent Nelson.

A telegram received by relatives in this city states that Thomas Thorley, a highly respected citizen of Cedar City, and a pioneer settler of southern Utah, died suddenly yesterday morning of heart failure.

Another case of smallpox was reported today at the home of Oliver Abner. The sufferer is Miss Annie Anderson, of 327 East, Eighth South street. This makes two cases altogether in the city at present.

The regular monthly meeting of the Scandinavian committee will be held in this city on Friday evening in the Fourth ward assembly room. President C. D. Fieldstedt desires to meet with the committee in the interest of the Copenhagen building fund. Other important business is also to be transacted, and a full attendance is desired.

A most enjoyable family reunion was held today at the home of Oliver Abner. Randolph met a brother and two sisters whom she had not seen for thirty years. The brother is Samuel Ware, who recently arrived at Tinto, and the sisters are Mrs. J. P. Dennis of San Francisco and Mrs. Carrie Hacker of Baker City.

Lieutenant Daniel D. Tompkins, of the Eleventh cavalry is in the city on his way to the presidio to marry Miss Grace Grimes, a daughter of Colonel Grimes of the Artillery. Tompkins enlisted as a private in the Spanish war and served gallantly in Cuba. Seven months ago he was promoted to a lieutenant and after he is married he will join his command, with his bride and on December 15th sail for the Philippines under orders.

L. G. Grow of 250 West Third North street has been burdened lately with his share of troubles. He has three children ill with scarlet fever and one with diphtheria, and on Monday afternoon a fire broke out in the house caused by a defective fire in the kitchen. He could neither call the fire department nor his neighbors because of the quarantine so he had to fight the flames alone. After working heroically for some time he finally triumphed.

The change in the arrival of the morning mail from the East is an inconvenience to Salt Lake, so says Postmaster Thomas. The mail formerly arrived here at 5:30 a. m., and was delivered before noon. But now it does not reach here until after 9 o'clock and cannot be delivered until afternoon. And if the mails are very heavy the cars recently arrived at Tinto, and the train in the outlying districts in the afternoon, and they have to finish delivering the mail the next morning.

TO BE OPENED

END OF NEXT WEEK

Salmon River Railroad Will be

Ready to Be Turned Over.

NOVEMBER 15 IS THE DATE.

By That Time It is Estimated the

Depots Will Have Been Finished

And Track Surfaced.

The Salmon River road is to be turned over to the operating department of the Oregon Short Line by the end of next week, providing the work on the depots along the line has been finished and the surfacing of the track completed. It is the intention of the engineering department, however, to turn the road over by November 15 if there are no delays, for everything points to the line being ready by that time.

The Salmon River railroad, the new Oregon Short Line feeder, extends from Blackfoot, on the old Utah Northern, across the desert and up the big Lost River valley, a distance of 86 1/2 miles to where the town of Mackay has been laid out near the White Knob copper mine. This mine has been known since 1884, and has been quite a producer in past years. The expense of shipping ore has been heretofore enormous. It is said that the owners of the mine paid \$250,000 in advance for prospective freight as an inducement for the building of the railroad.

The new feeder will undoubtedly prove a good investment and that it will be pushed still further into the very heart of the rich Idaho mining properties is a foregone conclusion as the ore shipments from Idaho are going to cut a big figure in the earnings of the Short Line a few years from date.

MORGAN-HILL LEADS.

Eight Great Railway Corporations

Which Control 105,379 Miles.

By the consolidation of railways the community of interest based there are eight systems which own or control 105,379 miles of road out of the 155,345 miles which, according to the statistics of the Interstate Commerce commission, made up the total mileage of the United States at the close of the fiscal year ending June 30, 1900.

The total mileage of each of these systems is as follows: Morgan-Hill system, including Great Northern, Northern Pacific, Burlington and Erie, 20,465; Harriman system, including Union Pacific, O. R. & N., Oregon Short Line and Southern Pacific, 18,800; Gould system, including Missouri Pacific, Wabash, etc., 13,795; Vanderbilt system, including New York Central, Big Four, etc., 19,465; Pennsylvania system, including Baltimore & Ohio, etc., 13,772; Morgan system, including Reading and Southern, 11,735; Belmont system, including the Louisville & Nashville, etc., 4,347. These, with 3,098 miles represented by the Norfolk & Western and Chesapeake & Ohio, controlled jointly by the Vanderbilt and Pennsylvania systems, bring the total aggregate to 105,379 miles.

There are 11 separate corporations, among which are the Atchafalaya, Topeka & Santa Fe, 7,481 miles; the Chicago, Milwaukee & St. Paul, 6,240 miles; the Rock Island, 3,739 miles; and the Boston & Maine, 3,338 miles, that represent a total of 55,461 miles, making a grand total for the 19 systems of 149,831 miles, or about 75 per cent of the total railway mileage of the country.

Statistics show that while in 1867 there was but one railroad corporation with over 1,000 miles of line, or 6 per cent of the total mileage, there were 1894 at corporations of that class with over 51 per cent of the aggregate mileage. Within the past year railway consolidation has reduced the number of roads with 1,000 or more miles of track to 25, with an aggregate of 118,784 miles, or 82 per cent of the total mileage of the country.

STATES ARID LANDS.

State's Congressional Delegation Will

Work for Their Reclamation.

Congressman Sutherland has pledged himself to do everything in his power to obtain legislation in congress bearing on the reclamation of Utah's arid lands. In the opinion of the land board there are thousands of acres in the dry valleys of Utah that could be made to flourish as the state of Colorado is doing, and the conservation in reservoirs of the waste and flood waters coming down from the mountains. To achieve this end, however, the arid lands would have to be ceded to the federal government and the national government would have to be obtained.

If the arid lands were ceded by the government the state could sell them as it does other state lands, and the proceeds might be applied to the fund for building reservoirs.

Another weighty irrigation scheme is the extension of the vast canal system supplied by the Grand river in Colorado to a large area of dry agricultural land in eastern Utah, contiguous to the Rio Grande Western railway. Land Commissioner Reese is of the opinion that the projected canal extension would make almost a new state of Colorado in the state of Colorado is willing to utilize the waste waters of the Grand river for the purpose, and has petitioned congress to make an appropriation for surveys for a canal system and continuing through Utah. The governor of this state and all the members of the land board have joined in this petition and Congressman Sutherland has assured the board that he will join his efforts to those of Senators Rawlins and Kearns and the Colorado delegation in congress to procure favorable legislation in the matter.

SPRIKE AND MAIL.

General Superintendent E. E. Calvin,

of the Short Line, is in Wyoming.

Manager McAllister, of Saltair,

is spending a few days in Logan where

he went in order to cast his vote yesterday.

President and General Manager Theodore

Brubaker of the Sanpete Valley road

has returned from an extended trip to the East.

The proposed changes in the physical

condition of the Rio Grande lines are

going the rounds of the Denver & Rio

Grande in connection with the

same at Pittsburgh.

The San Pedro surveying party of

twenty men is camped at Boulder

Springs in Rush Valley. They are en-

gaged in a second survey of the route

south.

A special train recently used by Pres-

ident Cassatt of the Pennsylvania rail-

road for the inspection of the lines

west of Pittsburgh is equipped with a

telephone service so arranged that com-

munication can be had with each car on

the train without the necessity of travel-

ing from one car to another.

Locomotive pulling tests on heavy

grades on the Rio Grande Western are

now in order along the lines of the

recently held on the Denver & Rio

Grande in Colorado. Engine No. 792

was yesterday pitted against No. 602

on the Soldier Summit grade. Both

engines are of the same make.

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