SMELTING PLANT

Concessions Salt Lake Must Have to Secure It.

RAILWAYS ASKED FOR THEM.

Reasonable and Indiscriminative Rates Necessary.

MUST HAVE CHEAP FUEL.

A Pointed and Business-like Letter to the Traffic Managers of the Railways.

As heretofore published in these columns, a committee was appointed at the meeting held at the Knutsford by a number of prominent business men on Monday afternoon last, to wait upon and consult with the railroad companies with a view to securing concessions from them in the matter of better freight rates, which would be of material aid in the establishment of the prospective copper smelting and refining plant here. The committee has written the following expressive letter in which they set forth plainly their complaints to the traffic managers of the railways:

To the Traffic Manager of the Union Pacific Railway Company; the Traffic Manager of the Southern Pacific Railway Company; the Traffic Manager of the Rio Grande Western Railway Company:

Gentlemen—The owners and officers of a corporation of Colorado, largely interested in copper production, have just visited Salt Lake City on a tour of observation and inspection, to decide upon the location of a large plant for the reduction of pure copper from the waste or rich ores of the Rocky mountain copper mines. The plant proposed is a large one, to employ from 400 to 500 men.

The president of the Chamber of Commerce and the president of the Business Men's Association called a large meeting of the representative men of Salt Lake City, to meet the gentlemen from Colorado at the parlors of the Knutsford Hotel, on the afternoon of January 23, 1893, to discuss the merits and demerits of Salt Lake City as the location of such large reduction works. At that meeting it appeared that in order to secure the erection of such plant at Salt Lake City three demonstrations must be made.

First—That Salt Lake City was centrally located for the accumulation of the raw product and presented conditions favorable for comparatively economical working.

A favorable climate, assuring a minimum of inclement weather and a maximum of good health to employes, was conceded. The location, in the center of a fertile and productive country, assuring reasonable cost for the wholesome and necessary articles of the table, were conceded.

The largest population centered at one point within the area of the Rocky mountain district, and largely so centered because of its attractions as a home, gave promise of plenty of stable, reliable labor at reasonable compensation. All the conditions of the first count were therefore favorable.

Second—A reasonable price of fuel must be secured. Satisfactory assurances on that were given.

Third—Reasonable and indiscriminative freight rates must be secured.

The matte and richer ores of southwestern Colorado, of Montana, of Idaho, of southern Utah and of Nevada, must be gathered to Salt Lake City to be refined, and the product be distributed to the East and to the West. The quotations of comparative freight rates in existence showed plainly that no matter how favorable the other and above cited conditions might be found, the proposed plant could not be operated at Salt Lake City, unless as favorable freight rates as were granted to other similarly situated points in the far West were put in effect in Utah. For instance, the rate on copper matte from Butte, Montana, to the Atlantic seaboard is $13.50 per ton; the rate from Salt Lake City to the same destination is $20.38 per ton. Without lengthy discussion and comparison of other rates, the citizens' meeting appointed a committee to confer with the officers of the railways in interest to ascertain if such adjustment of freight schedules on copper ores and product could not be secured as would put Salt Lake City on a par with other intermountain cities specified, and enable us to secure a large and important industry that will add to the prosperity and revenue of the railways, as well as the welfare and importance of our city.

The committee has therefore to ask:

First—That the product of copper mines be taken from Utah to the seaboard at the same rates per ton as from Montana, which is situated on the same meridian.

Second—That such rates be made on copper matte and rich copper ores from reduction works in Montana, Idaho, Utah and Nevada as, added to rate on refined copper from Salt Lake City to the seaboard, will equal the rate charged on matte from point of origin to the seaboard; in other words, that the crude material may be stopped at Salt Lake City while dirt and other refuse material is taken from it, provided your aggregate revenue is not decreased, and your actual tons hauled one mile for same gross revenue is largely decreased. To further illustrate the above proposition, we will assume that the rate on copper matte from Butte to the seaboard is $14 per ton; assume distance 500 miles; rate per ton per mile, therefore, $14 divided by 500, equals 2.46 cents per ton per mile.

Above rate divided suggestively, to wit: Matte from Butte to Salt Lake City, $5 per ton, distance 500 miles; rate per ton per mile, 1 cent. Matte carries 45 per cent copper, one ton of matte therefore carries 1,000 pounds of copper. Above rate of $14 minus $5 equals $9, as remaining portion of rate on each ton of matte from Butte to the seaboard. Distance from Salt Lake City to seaboard, 1,000 miles; therefore $9 divided by 1,000 miles equals .09 per ton per mile. The same gross revenue to your companies, and a much larger rate per ton per mile for material hauled will, we believe, assist us much in securing this important industry.

The above comparisons, as well as the data used, are not asserted to be exact rates, or to be carried out to the furthest decimal, but are used to illustrate our request, and will serve to get your expression as to whether or not you can and will meet our citizens on such equitable plane as in our judgment will secure the desired result.

The citizens of Salt Lake have been observers of the progress and growth of Colorado and Denver, and of the prosperity of the railways operating in that state. In the belief that equally favorable conditions surround this city, they have invested their means and are devoting their time and energy towards bringing about a repetition of the prosperity which has attended the efforts of the Colorado people, and urge upon you the importance of your co-operation, that all may receive in full measure their proportion of the benefits to follow.

Respectfully submitted.

W. E. HUBBARD,
Chairman.

BURNS' NIGHT.

The Caledonian Club Celebrates the Anniversary of the Great Scotch Poet.

The Caledonian club of this city celebrated Robert Burns' anniversary at the Knutsford last night in a splendid banquet which was attended by between 150 brawn lads and bonnie lassies. While the gathering sat about the banquet boards partaking of one of Landlord Hofmann's most elegant menus, speeches were made by Chief Justice Shafter, Governor Thomas, ex-Governor West, Colonel Lott, Duncan J. Fraser, Judge Goodwin, Judge Powers, Messrs. McCaffrey, Henderson and others.

The Caledonian Glee club, composed of Miss Cristie Lawson, James Crawford, Jessie White, A. Crawford and C. Stewart sang, "There Was a Lad Born in Kyle" in fine style, and received a hearty encore.

Miss Cristie Lawson sang "My Love is Like a Red, Red Rose," and for an encore gave "Afton Water."

"Scots Wha Hae" was rendered by James Crawford, and for an encore he gave "The March of the Cameron Men."

"A Man's a Man for a' That" was sung by Alex Crawford.

SPRING RACES.

The Salt Lake Driving Park Association Announces Its Program for the Coming Meeting.

The Salt Lake Driving Park Association of which the following are officers: S. W. McIntyre, president; L. G. Hardy, treasurer, and G. W. Parks, secretary, have just issued the following program for the spring meeting which will be held from June 14 to 17 inclusive, in this city. It is as follows:

Saturday, first day—2:20 pace, $1000; 2:40 trot, $400; two-year stake (No. 2), $1000; three-quarter mile dash, $200.

Monday, second day—3:00 trot, $500; 3:00 pace, $500; 2:35 trot, $500; one-mile dash, $200.

Tuesday, third day—2:29 trot, $1000; 2:15 pace, $1000; 2:24 pace, $500; one-half-mile dash, $200.

Wednesday, fourth day—2:19 trot, $800; 2:10 trot, $400; four-year stake (No. 4), $1000; five-eighth-mile dash, $200.

Thursday, fifth day—2:15 trot, $1000; 2:30 pace, $500; 2:45 pace, $500; one and one-quarter mile dash, $300.

Friday, sixth day—Free-for-all pace, $1000; three-year stake (No. 3), $1000; 2:25 trot, $600; one-half-mile run and repeat, $300.

Saturday, seventh day—Free-for-all trot, $1000; merchants' stake, 2-year-olds (No. 1), $1000; derby run, 1½ mile, $600; reserved for special and novelty races, $2500.

STAKE RACES FOR TROTTERS.

Stake races close March 15, 1893.

Mile heats best 2 in 3, merchants' stake $1,000, for Utah, Wyoming and Idaho, two-year-olds or under. Entrance fee as set forth in conditions: $10 payable March 15th, when colt must be named, $15 April 15th, $15 May 15th and $10 on or before 7 o'clock of day previous to race.

Mile heats, best 3 in 5, stake $1,000, for two-year-olds or under. Entrance fee as set forth in conditions: $10 payable March 15th, when colt must be named, $15 April 15th, $15 May 15th and $10 on or before 7 o'clock of day previous to race.

Mile heats, best 3 in 5, stake $1,000, for three-year-olds or under. Entrance fee as set forth in conditions: $10 payable March 15th, when the colt must be named, $15 April 15th, $15 May 15th and $10 on or before 7 o'clock of day previous to race.

Mile heats, best 3 in 5, stake $1,000.—For four-year-olds or under. Entrance fee as set forth in conditions: $10 payable March 15th, when colt must be named, $15 April 15th, $15 May 15th and $10 on or before 7 o'clock of day previous to race.

CONDITIONS.

In purse races five to enter and three to start. Entrance fee, five per cent which must accompany nomination, with additional five per cent from all winners. A horse distancing the field in purse or stake races entitled to first money only. In each stake the guaranteed value of race only will be paid. Right reserved to declare off any stake race that does not fill satisfactory to the association, in which case entrance money will be refunded. In each race money will be divided fifty, twenty-five, fifteen and ten. The association reserves the right to change order of program. Usual weather clause. In running race American racing rules to govern. Money in running races divided sixty, thirty and ten. Two and a half per cent entrance and two and a half addition from all winners. Entries to stake races close March 15th, 1893. Entries to purse races close June 1st, 1893. Rules of national trotting association to govern all races not herein provided for.

PROVO LETTER.

Over Eight Hundred Students Enrolled at the B. Y. Academy.—General News Notes.

Special Correspondence of the News.

PROVO, Jan. 25.—Amos Holdaway, a Provo timber man, is in from the mountains. He reports that there is not one foot of snow in the mountains now where there were two or three feet last year.

The stockade Bros. and a Mr. Mesdemes, clerks in the employ of H. K. Thomas, of Salt Lake City, have rented one of the stores in the new Smithworth block, in this city, and will open up a dry goods business in the near future.

The following Sun Foundry directors have been elected: R. Swazey, J. E. Busby, W. S. Holdaway, J. C. Graham, C. W. Smith, Theodore Sandberg, George T. Peay, Shadrach Holdaway and W. J. Stout.

They are licensed to marry—Martin McAvoy and Hyer and Sarah J. Hall of Price, and Horace S. McCullough of Provo and Lizzie Cunningham of American Fork.

Judge Blackburn has sent to the reform school a boy from American Fork, aged 11, on the complaint of his mother, who testified that she could do nothing with him.

Jed Willey of Alpine drank a fair quantity of benzine yesterday and was gathered in by the Provo cops. It is the first case of intoxication in the police court for several weeks; sure is becoming an exceedingly moral city.

There are now enrolled at the Brigham Young Academy over 800 students—the largest school enrollment in the Territory.

Bishop McCullough of Alpine is very sick.

When the eight now at the Keely institute in Salt Lake shall have secured their diplomas, the total number of graduates from American Fork will be twenty.

Mr. L. B. Hanlen.

Of Augusta, Me., says: "I do not remember when I began to take Hood's Sarsaparilla. It was several years ago, and I have found it does me a great deal of good to my nothing point.

I am 91 Years

I benefit and 91 days old and am healthy to my pretty good. I have no aches or pains about me.

Hood's Sarsaparilla

regulates my bowels, stimulates my appetite, and helps me to sleep well. I count it a marvelous cure and I do as well recommend to the world of old people." L. B. HANLEN, Elm Street, Augusta, Me., Sept. 20, 1891.

HOOD'S PILLS are a mild, gentle, painless, safe and efficient cathartic. Always reliable.

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Are you willing to use the cheap unbalanced and elastic nails with all their manifold disadvantages, in order to save that one cent?

The process of their manufacture is against them. The cold process disorganizes the iron and causes it to force in spots, so that after the point is sheared and the nail is driven home the foot is extremely liable to split, and ruin a valuable horse. Cut off every cent you can!

Now this is how you can make the two or three hundred dollars you would have to pay for a dead horse, but you would not save your soul.

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It is Hot-Forged from the best Swedish iron rods, while at a welding heat, by the action of Heinzmen alone, and then Hammer-Pointed.

Thus, the old hand process is followed, which was half-forging nails under hammers, and hammer-pointing them by the shoer, cold, without any clipping or shearing whatever.

AND THE NAIL CANNOT SPLIT.

But it will wear you one new nail for each horse shoed!

The horse will stay on longer and your reputation will be thereby increased.

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