

RAILROAD WORLD MEANS OF GROWTH

Eastern Magazine Devotes Three Pages to Description of Harriman Improvements.

SALT LAKE, COMING CENTER.

Terminal Alterations, Without New Passenger Depot to Cost \$1,000,000—Work on This is Started.

The July Railroad Gazette has a three page descriptive article on the Harriman improvements now well under way in this city. As the data was compiled by Harriman officials it is accurate and is accompanied by a series of drawings illustrating the larger buildings and arrangement of terminals. The article follows:

A view and brief description of the proposed new union station to be built at Salt Lake City, Utah, by the Oregon Short Line for the joint use of the Harriman lines centering there were given in our issue of January 25. Though the courtesy of J. D. Isaacs, Consulting Engineer of bridges and signals for these lines, we are now enabled to present a more complete description, with plans and elevations from the architect's drawings.

In planning the station, careful study was given to securing the most desirable arrangement for the handling and comfort of its patrons. The location is ideal. It is in the center of South Temple street at the axis of Third West, affording a fine view of the buildings from East Temple street through rows of boxelder trees which line each side of South Temple. The building is 167 feet long over all by 70 feet wide, with a height for the central portion of 100 feet to the roof cresting. The entrances, five in number, leading to a spacious vestibule, are in the center of the main facade and are protected by a wide marquee supported by monumental iron brackets and heavy chains.

LARGE WAITING ROOMS.

The vestibule opens into the general waiting room or grand hall, 55 feet long with a vaulted ceiling two stories high from the spring of the arch, the ceiling being 60 feet above the main floor. At the left or south of the general waiting room, separated from it only by a counter and screen, are the railroad and Pullman ticket offices and the telegraph office. The news and parcel stands and the information bureau are at the north or opposite end of this room.

The two bays or towers flanking the central portion are occupied by the women's waiting room on the right and the men's smoking room on the left. In connection with the women's waiting room are a large toilet, a branch waiting room, and a branch telegraph office. The remainder of this two-story wing contains the emergency hospital, station director's and matron's rooms and a branch telegraph office. The two-story wing on the left, the cigar stand, emigrant's waiting room, cafe, toilets, etc. Passengers coming from the trains do not enter the main waiting room, but pass through wide exits at each end of the two-story wings, going directly to the street or cab stands.

NEW BAGGAGE SYSTEM.

The baggage room occupies the extreme western wing. It has a basement floor below and a main floor above. The baggage room is immediately called for. It is reached by a central corridor leading directly from the general waiting room. A telephone system of transferring baggage will be installed throughout these three floors, with a large elevator running from the main floor to the basement. A passage or subway on the level of the basement floor runs transversely under all the tracks, having five tracks, so that baggage can be loaded on a truck and taken directly to the car by way of the subway and lift without crossing any of the tracks. In the extreme eastern wing will be a large cafe and dining room, express rooms, quarters for the Pullman company, and rooms for men, women, and children, with all necessary toilets and lavatories.

The second floor is reached by two stairways and elevators, one at the western end and the other at the eastern end. On this floor are the offices of the several roads which will use the station. The public and baggage rooms are arranged on each side of a wide corridor. On the three sides of the general waiting room is an observation corridor for the use of the public, giving a view of the entire floor of the general waiting room.

PROTECTED TRAIN SHED.

At the rear or track side of the building is a one-story concourse, 50 ft. wide by 330 ft. long, with steel roof. This concourse is open on the south side, the height of 6 ft., but is arranged to be closed with canvas during the winter season. Spanning the tracks transversely is an open train shed 400 ft. wide, with open vertical columns, architecturally designed, and of a height to allow the free passage of trains. This shed will protect passengers in bad weather. Between each series of tracks, and extending each way from the central train shed 400 ft., will be umbrella sheds 16 ft. wide and 10 ft. 6 in. high. The heating plant and other machinery will be located in a room in the basement.

RENAISSANCE STYLE.

In selecting a method of treatment the renaissance of the French school was adopted, and great care has been exercised to carry out the detail in true proportions as to ornamentation and application of same, so as not to make the building too ornate or overburdened with enrichment. Color effect of the materials for both the exterior and interior has entered largely into the design to produce a harmonious composition. The base or fifth above the ground line will be faced with finely colored granite, while the walls above will be of brick with the outer face of pressed brick of a warm tone of buff, and the panels between windows of the central portion on the street elevation of Sienna marble. All the courses, the water table and the entire cornice tabulation will be of terra cotta of a color to match the brick work. The entrance doors will be bronze, finished a dark color, and the marquee over the main entrance and side exits, as well as the ornamental roof cresting, will be of cast iron, painted to match the color of the doors. The entire roof will be covered with a dark green slate, laid in design, while all hips and decks of the roof will be of copper.

OVERHEAD IRON BRIDGE.

At the north end of the two-story wing will be an overhead iron bridge. This starts at the curb line of Third West street, gaining by easy steps a height sufficient to pass over all trains, and terminates at Fourth West street. This is to be a double thoroughfare. In the center of the main facade, above the cornice, will be a clock with the face large enough to be seen for several blocks.

The interior walls of the general waiting room are divided into panels, with pilasters placed so as to receive the ribs for the vaulted ceiling above. At the base of the second floor a cornice of ornate design will run around the entire room. The ceilings and walls at



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and others whose work requires great physical strength and endurance need tissue building foods. Among these there is none so good or so sustaining as

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all openings will be deeply paneled with enriched plaster moulding. A large ceiling light will fill the center panel of the ceiling for about two-thirds of the length of the room, terminating with rounded ends made of art glass. Above the cornice line, at each end of the room, will be artistically designed clocks set in positions to be seen easily from any part of the room. The base and wainscot of the general waiting room and connecting corridors will be of marble and scagliola, selected for color and tone, and in harmony with the color scheme throughout the general waiting room and corridor. This color scheme will also be used in all of the second story corridors and the observation corridor. On the second floor, the observation corridor in front of the building will have arched openings, and on the opposite side there will be windows filled with art glass, appropriately designed. All of the interior wood finish throughout the building will be in quartersawn oak, finished in keeping with the color scheme.

FIREPROOF THROUGHOUT.

The building is to be fireproof throughout—the exterior walls of brick and the interior columns, floor girders and the floors of reinforced concrete. All of the trusses supporting the roof will be of steel and the entire concourse and train shed will be of steel. The roof of the concourse and train shed will be covered with asbestos roofing. The building is to cost about \$450,000, and will be built from plans made in the office of J. H. Wallack, assistant chief engineer of the Southern Pacific, under the direction of D. J. Patterson, architect for that company.

NORTH AND SOUTH YARDS.

As shown on the accompanying plan, the new terminal yards are composed of two parts, called the north yard and the south yard. In the north yard are the switching, repair, roundhouse, coal and engine house, and the passenger station tracks, transfer and local freight tracks. All incoming freight trains are sent to the north yard, where distribution is made as required by car lading. All outbound trains are made up in this yard. Incoming passenger trains approach the passenger station from both north and south directly over main line tracks. The combined yards when complete will contain in all 48.5 miles of track with room for 4,100 freight cars and 455 passenger coaches. The extreme length of the two yards is 2.98 miles and the area covered 154.27 acres, most of which was acquired for this purpose. The average gradient through the yards is about 0.3 per cent. The passenger tracks are laid with 80-lb. and the freight tracks with 70-lb. rails, No. 7 and No. 9 frogs. All tracks connecting the north and south yards at Fifth North street are protected by an interlocking plant. The main line of the Oregon Short Line and the main line of the Rio Grande Western on Ninth South and Fifth West streets are also protected by an interlocking plant. All switches except the ones controlled by these interlocking plants are operated by hand. The entire yards are ballasted with gravel and drain to the city's drainage system.

ADJUNCTS TO BUILDING.

The new terminal facilities in the north yard include a 35-ft. 29-stall brick engine house; a 600-ton coal chute with six pockets and cable hoist; a new foundry; car repair shops; store house; coach cleaning building; a 1,000-ton house, and a new ice house of 3,000 tons capacity, equipped with an electric elevator of the most improved type. In the south yard is a freight house, hide house, ice house, transfer platform and heavy freight platform have been built.

As indicated by the accompanying plan, the freight house is of brick, concrete and steel construction. It is 660 ft. long by 50 ft. wide, with a platform 16 ft. wide running the full length of the building on the west, or track, side. The south 157 feet of the building is two stories high, the upper story occupied by the local freight office. The remaining 503 feet of the freight shed proper, is one story. A basement 26 ft. x 50 ft. under the south end holds a hot water boiler and coal bins. The whole building is of fireproof construction, the floors are of reinforced concrete and the roof also of reinforced concrete with surface of tar and gravel.

Food
that makes
BRAINS
Grape-Nuts
"THERE'S A REASON"

roofing. The first floor, which is on the platform level, contains the cashier's office, hallway, warm room, refrigerator room and general freight room. The cashier's office is in the south end of the freight house, directly on First South street. A vault 5 ft. 11 in. by 6 ft. 4 in. is connected with the cashier's office. The warm room, 37 ft. by 40 ft., is arranged for heating and is used for storing such freight as would be damaged by frost or cold. The refrigerator room, 10 ft. by 24 ft., is used for general freight and is connected directly with the freight shed. Rolling steel doors are installed on both sides of the building. The second floor is occupied by the local freight offices, consisting of the agent's private office, 14 ft. by 25 ft., general clerk's office, 28 ft. by 50 ft. and record room, 12 ft. by 50 ft., complete with steel shelving and steel tables for handling the records.

MODERN FREIGHT SHED.

The freight shed proper is built entirely of steel. Rolling steel doors 12 feet by 10 feet full length of the shed on both sides, enabling any part of the whole shed to be thrown open. The building is lighted throughout by electricity, the wires being closed in iron conduits. In the freight shed are lights about 40 feet apart are used. The entire freight house, except the freight shed, is heated by hot water. The building was completed February 1, its total cost being \$100,000. The hide house is 50 feet wide by 98 feet long, and of the same construction as the freight shed. It is used for handling green hides, beef kags, junk, etc. It is divided in 12 compartments, each of which can be closed independently of the others. The total cost, including a 15 foot platform on the west side, was \$8,000.

North of the hide house and connected with it is the heavy transfer platform, 160 feet long by 54 feet wide at the south end and 30 feet at the north end. A concrete retaining wall surrounds the entire platform. The platform is divided into two parts, and at the north end there is a pillar crane of 10 tons capacity. The other transfer platform is west of the freight shed, and is 180 feet long by 400 feet long. A corrugated iron roof covers the entire shed. The total cost of the two platforms was \$7,600. On North Temple street, between the freight shed and the transfer platform, a forced concrete conduit was built by the railroad company across the whole width of its yards to carry the overflow from City Creek canyon. This conduit is 600 feet long, with a section of 3 feet 9 inches by 10 feet and a controlling gradient of about 1 per cent, while at its approach to the tracks the gradient is 8 per cent.

NORTH TEMPLE VIADUCT.

The North Temple viaduct, as shown on the plan, spans all of the Oregon Short Line tracks on North Temple street between Third West and Fourth West streets. It is a substantial steel structure of through plate girder construction supported by steel bents on concrete foundations. The length of the steel work is 916 feet. The east approach is 117 feet long and the west approach 133 feet long, making a total length of 1,201 feet. The minimum clearance is 13 feet.

There is more Catarrh in this section of the country than all other diseases and ailments, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven Catarrh to be a constitutional disease, and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful, and works directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

Address: F. J. CHENEY & CO., Toledo, Ohio.
Sold by Druggists, etc.
Take Hall's Family Pills for constipation.

KEITH O'BRIEN CO.
Clearance sale of fine Oxfords and Shoes—all shapes' all leathers
Being Round-Up inducements they eclipse all former reductions. As in dictating the attractive values, we quote a few prices.
\$3.45 For high-grade, fashionable \$4.00, \$5.00 and \$6.00 shoes
\$2.95 For stylish, snappy, popular priced \$3.50 Oxfords and shoes.
\$1.00 For infants' slippers. Regular \$1.25 and \$1.50.
\$1.95 For \$2.00 and \$3.50 Oxfords in tan and black.
A few odds at a pick-up.

ance over the tracks is 22 feet. The gradient of the east approach is 4 per cent., and the west 7 per cent., and on the viaduct 0.8 per cent. The floor is of wood and affords a clear roadway 24 feet wide. On the south side a 6 foot sidewalk is provided, which is reached by stairways at suitable points. The approaches to the viaduct are paved with stone blocks and are supported between concrete retaining walls ending in concrete abutments.

COST \$1,000,000.
The total cost of these improvements, not including the new passenger station, will be about \$1,000,000. We are indebted to W. H. Bangroff, General Manager of the Oregon Short Line, for the information. The plans for the freight and passenger yard were made in the office of William Ashton, chief engineer, under his personal supervision, which were prepared directly under J. F. Hill, engineer of buildings. The construction work is in charge of L. L. Dakron, assistant engineer.

STIMULATION WITHOUT IRRITATION

That is the watchword. That is what Orin's Laxative Fruit Syrup does. Cleanses and stimulates the bowels without irritation in any form.—F. J. Hill Drug Co., "The Never Substitutors."

Walker's Day at Lagoon, Saturday. Your friends will all be there.

CHINESE INSPECTOR HERE.

John Endicot Gardner Known to Every Chinaman in Country.

A most interesting person is this John Endicot Gardner, visiting in Salt Lake just now. Officially he is Chinese Inspector and interpreter and translator for the immigration bureau of the department of commerce and labor, Chinese author, intermediary, friend and diplomat. Unofficially he is a man thoroughly wrapped up in his work and it's a most enchanting business he has. He is now on a tour through the United States visiting and inspecting ports through which the Chinese pass to get into America and upon the conclusion of this tour he will submit a report recommending the changes and innovations he sees are necessary. Dr. Gardner is known, by name and fame, to every John Chinaman, not only in this country, but in the land of the yellow sun as well. He has published Chinese language and similar works in the Chinese tongue and these are read wherever Chinese have taken up their abode. Dr. Gardner was born in Canton, who can talk the difficult Chinese language as well as the yellow boys themselves. Dr. Gardner tells with keen enjoyment, how many Chinese believe his almanac is a day ahead of time because they forget to drop a day at the 108th meridian in coming to this country. As the higher classes and government officials have declared the calendar correct this odd belief is slowly dying out among the lower people.

WAR AGAINST CONSUMPTION.

All nations are endeavoring to check the ravages of consumption, the "white plague," which claims so many victims each year. Foley's Honey and Tar cures coughs and cures the lungs, and you are in no danger of consumption. Do not risk your health by taking some unknown preparation when you can get the sure, safe and certain results. The genuine is in a yellow package. For sale by F. J. Hill Drug Co., "The Never Substitutors."

LINEMAN CAUSES SCENE.

Enters Modiste's Room to Fix a Phone And Consternation Ensues.

Confusion reigned supreme in the fitting room of a modiste yesterday when a non-union lineman walked in in spite of the protests of the maid in waiting, the modiste and her fair and modest customer—yes, there was a customer and she was trying on a gown and when the man appeared she grabbed the nearest thing which was an automobile veil and shrieked, and the non-union man sat down in a chair and said he had come to fix the phone and the modiste said if he didn't get out she would fix him; but he didn't, neither did she, so they called in a special officer and had Valien, for he was his name, thrown out and the telephone company is investigating the affair. The doings took place at 225 Whittingham block.

During the summer kidney irregularities are often caused by excessive drinking or being overheated. Attend to the kidneys at once by using Foley's Kidney Cure. For sale by F. J. Hill Drug Co., "The Never Substitutors."

NOTICE

Notice is hereby given that all the sons and daughters of the pioneers who came to Utah prior to January 1, 1858, will meet at the Assembly hall on July 24, at 10:30 a. m., for the purpose of forming a general organization to be known as "The Sons and Daughters of the Utah Pioneers." The meeting is for the purpose of electing officers and transacting any other business that may arise. All sons and daughters of pioneers are invited without regard to their present place of residence. An interesting program will follow the business meeting, beginning at 11 o'clock.

HEBER J. GRANT, REED SMITH, SUSA Y. GATES.

Walker's Day at Lagoon, Saturday. Your friends will all be there.

MUSICAL CHAUTAUQUA WANDAMERE
—WEEK OF JULY 22ND.—
SALE OF SEATS NOW GOING ON AT THE CLAYTON MUSIC CO.
\$100 for the ENTIRE SIX NIGHTS (reserved)
MONDAY—Ogden's Famous Tabernacle Choir.
TUESDAY—Salt Lake Festival Choir.
WEDNESDAY—Pioneer Day Grand Musicals.
THURSDAY—Salt Lake Tabernacle Choir and Soloists.
FRIDAY AND SATURDAY—Grand Musicals Contest, \$900 in Prizes.
FRED GRAHAM, Manager.
PROF. J. J. McCLELLAN, Musical Director.

ESTABLISHED 1864
F. Auerbach & Bro.
ONE PRICE TO ALL NEVER UNDERSOLD
A FURIOUS FINISH TO THE FORCED UNLOADING SALE!

Tomorrow and Saturday the wind-up. Just two days more of this TREMENDOUS CUTTING AND SLASHING OF PRICES. No matter what the Loss—all

SUMMER STOCKS HAVE BEEN MARKED AT A PRICE TO MAKE THEM GO!

You'll be amazed at the Reductions tomorrow. The Biggest Crowds that have attended the Big Sale will be here the next two days, and you want to be in line.

DAILY BULLETIN OF EXCURSION RATES VIA OREGON SHORT LINE RAILROAD

EXCURSION TO OGDEN.
Sunday, July 21st, Round trip, \$1.00. Trains at 7:10 and 9:30 a. m., or 1:00 and 4:00 p. m. Returning, leave Ogden, 5:10, 7:35, or 9:10 p. m.

EXCURSIONS EAST
To Omaha, Chicago, Kansas City, St. Louis and many other points, July 18th, and 26th.

A LATE TRAIN FROM OGDEN.
Effective July 19th, a late train service was inaugurated between Ogden and Salt Lake. The train leaves Ogden at 8:30 p. m., daily, arriving Salt Lake 9:30 p. m. This is for the benefit of excursionists and others who wish to avail themselves of a whole day in Ogden.

SUMMER OUTING TO NORTHERN UTAH AND IDAHO POINTS, July 27th.

JAMESTOWN EXPOSITION
Daily Rates, Direct Routes and Via New York and Boston.
Ask any Oregon Short Line Agent for further particulars.
City Ticket Office 201 Main St.

234 Main St., SALT LAKE CITY, UTAH DENTAL CO. BRANCH OFFICES PROVO LOGAN OGDEN PARK CITY
DR. ZIMMERMAN, Manager.
Teeth extracted positively without pain, free, with other work.
Set Teeth (best red rubber) \$5.00
Gold Crowns, 2-K., \$2.50 to \$5.00
Bridge Work, best, \$2.50 to \$5.00
Gold Fillings, \$1.00 up
All Other Fillings, \$1.00, \$2.00, \$3.00, \$5.00
15 YEARS GUARANTEE
FREE examination and advice
8:30 a. m. to 6 p. m.
Sunday 9 to 12 a. m.
BRING THIS AD. WITH YOU.

1-3 Off On Anything You Buy
MEN'S, WOMEN'S & CHILDREN'S DEPENDABLE CLOTHING
WE GUARANTEE EVERY GARMENT WE SELL
We gladly extend credit to everybody during this sale. We can also assure you that our prices during this sale are cheaper than you can find in any of the cash stores in connection with this you have the advantage of paying us in
\$1.00 WEEKLY PAYMENTS
\$30.00 Suits now \$20.00
\$25.00 Suits now \$16.65
\$18.00 Suits now \$12.00
\$15.00 Skirts now \$10.00
\$12.00 Skirts now \$8.00
\$10.00 Jackets now \$6.75
\$6.00 Silk Waists now \$4.00
\$4.50 Silk Waists now \$3.00
MERCANTILE INSTALLMENT CO.
74 WEST SECOND SOUTH.
No connection with any other store in town. No reference or security required.

FREE CONCERTS EVERY EVENING
Miraculous Cures Effected Every Night By the Boy Phenomenal in the Open.

ATTENDANCE GROWS NIGHTLY

Remedies of the Great Fer-Don in Great Demand by Thousands Who Apply at Offices at Windsor.

One may as well try to calculate what becomes of the millions of pins used every year as to try to estimate the size of the enormous crowds which nightly attend the free concerts of the Great Fer-Don, at the northeast corner of Second West and Second South streets.

The famous Fer-Don appears every night, winning men and women and children with a mere smile, a nod, a beckon, a wave of the hand. That the people believe in him and in what he says from the platform is proved by the manner in which the wonderful Fer-Don remedies are sold. Each night sees an increase in the amount of sales, showing that the great Fer-Don's remedies are giving satisfaction and performing the benefits and cures claimed for them.

"They are better than a doctor in the house," is an expression heard frequently on all sides. Mrs. Gus Pettison, living at No. 338 West Third South street, said today, when asked concerning the efficacy of the treatment given by the Boy Phenomenal, that her husband had been troubled with rheumatism, suffering excruciating pains, and that he had tried several remedies without success.

SUFFERING RHEUMATIC CURED.
He then procured a bottle of the great Fer-Don's Medical Compound, and, since applying the compound, he experienced absolutely no pain, and claims that he is completely cured. This is but one of the many wonderful cures effected.

In his office in the Windsor hotel, No. 225 Main street, the Boy Phenomenal is kept busy from early morn until late at night curing the sick and comforting the suffering. Fitful indeed, it is to see the crippled and maimed carried in his presence on the stretchers, and just as heart-rending to see the old and feeble hobbling to him on crutches and canes.

But the pity and sorrow is quickly changed to joy and happiness as each patient feels the effects of the treatment of the Boy Phenomenal, and is assured by him that a cure can be made.

In all parts of the West great numbers of people are coming to consult the Boy Phenomenal. Not only in the surrounding country, but hundreds in Salt Lake City have been cured by the treatment and the methods of the Boy Phenomenal.

Even though his time is most precious, **THE RICH AND THE POOR ARE TREATED ALIKE.** The Boy Phenomenal and the great Fer-Don make no distinction. In order to bring the sick and the afflicted in closer contact with the Boy Phenomenal, he has decided to treat all who call upon him before August 1st, for a nominal fee, the cost of the medicines prescribed.

FER-DON HAS MANY FRIENDS.
Friends are one's dearest possessions, and the great Fer-Don, it is said, has made more friends during his short stay in this city than any other man. Several weeks ago he came here a stranger. Now hardly a man, woman or child in Salt Lake City and vicinity who knows him and his popularity is ever increasing.

His love for children is always evident. As an instance, the great Fer-Don will give a theater party to take new-born and other children of Salt Lake City, free Saturday afternoon. This will be free to all children. Arrangements for the event will be announced later, and it is expected hundreds of little boys and girls will be made happy by the love and the generosity of the great Fer-Don. (Advertisement.)

A Baby's Joy
Is centered in every one of these Toy Rubber animals and Rubber Balls.
A direct importation just received, all of a high grade. Rubber designed for durability.
See the Main street window.

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Where the cars stop. All Depot Cars Stop here Now.
Bell Phone Ind. Phone
Exchange 7. 80