

## H. M. McCARTNEY RETURNS HOME.

Assistant Chief Engineer of San Pedro Road Back From Coast.

### TRIP OVER NEVADA DESERT

No Difficulty in Securing Water—New Scheme to be Used on the Syphon Principle—Five Routes.

Assistant Chief Engineer H. M. McCartney of the San Pedro, Los Angeles & Salt Lake road returned last evening from his nine-day wagon trip across Nevada in company with Chief Engineer Hawgood. The engineers spent some time in the vicinity of Pioche looking over the country and then took a bee line across Nevada following the stakes that had been driven by the survey party, to eventually board the west bound Santa Fe train at a point near Ludlow and proceeded on to Los Angeles. Mr. McCartney only stayed in the City of the Angels for four hours and then came on to Salt Lake in order to attend to pressing business here.

When seen this morning the assistant chief engineer was in a very good humor, superinduced by the bright outlook for commencing operations at this end of the line as soon as the report of the trip had been passed upon by the directors at their annual meeting.

"Down in California we found the people enthusiastic regarding the road," he said. "The route as far as where the line crosses the Santa Fe has been decided upon as far as California is concerned, and after these cases at Carson City have been settled it will not be long before the entire route will be selected."

When asked whether there would be any difficulty in regard to getting water on the desert in southern Nevada Mr. McCartney said: "The Santa Fe found no difficulty and I do not anticipate that we will. There are one or two stretches of about fifty miles where there is no surface water but I think that that water will be struck at 1,000 or 1,500 feet, in sinking for water it is possible that a new scheme will be used which is better adapted to the Santa Fe with success. The old scheme was to sink a ten-inch casing, reducing the pipe until it was about six inches in diameter when the water was reached. Then a pump was put in, but the raising of a column of water 1,000 feet high to the surface used to wear out the washers in a distressing manner. The new scheme is to put down a pipe in the side of the casing and by using compressed air and a small engine the water is brought to the surface on the syphon principle. Then if anything goes wrong with the affair you have all the water on the surface without having to go down, pull up the rods and fix new washers."

Mr. McCartney stated that there would not be many big engineering problems to work out on the route as the grades were easy.

Five routes are now open for final selection out of Salt Lake City, all of which pass through good traffic territory. They are south along the east bank of the Jordan and then southwest; west into Deep Creek district, and then south; west from Salt Lake and through Skull valley; through Rush and Tooele valleys; and through the west bank of the Jordan, thence into Cedar valley.

Naturally the route selected will be kept quiet until the right-of-way is practically purchased, but it is thought by some that the first named line, which is the route through the salt lake valley, which will be benefited by the new road that will tap a number of good mining districts.

### ACROSS THE CONTINENT.

George J. Gould's Plans for an Ocean to Ocean Railroad.

According to the Cleveland Plain Dealer the immense plans of George Gould in railroad constructing are astonishing the financial world and causing no little discussion among the capitalists who control the great systems. Gould's scheme is to build a line from New York to San Francisco, through Chicago, St. Louis and the West, and he now stands in a favorable position to put this scheme through. As a consequence Vanderbilt and Erie systems are alarmed.

The Washab, George Gould's eastern line, has hitherto had its eastern terminus at Toledo. Now, by means of the Wheeling & Lake Erie line and an extension, the Washab will gain entrance to Pittsburgh from Toledo. This move is very harassing to the Pennsylvania, which is well known that he has effected an understanding with the Reading and the Central Railroad of New Jersey by means of which he will control a line from New York to Harrisburg. From the western terminus at Harrisburg to the eastern terminus at Pittsburgh is the only break in the system from the Missouri Pacific line to the Atlantic tide water.

It is expected that this break will be covered without much delay, even if it is necessary to build the entire distance between New York and Pittsburgh. The new line between Pittsburgh and Harrisburg is being built at least forty miles shorter than the present Pennsylvania line.

The portion of the so-called Gould system of most interest to Clevelanders is the Wheeling & Lake Erie. By means of the old Connetquot line this route already touches Cleveland from the south. It is very desirable, however, for the purposes of the new system, that the Wheeling & Lake Erie obtain a terminus in Cleveland from the west, by the Toledo & Wheeling line. This terminus has now been obtained by an arrangement for the use of the Big Four tracks from Wellington to Cleveland. The Toledo & Wheeling line, which runs the Big Four at Wellington, but there is no connection with the Cleveland line of the Toledo & Wheeling line. The Toledo & Wheeling line, which runs the Big Four at Wellington, but there is no connection with the Cleveland line of the Toledo & Wheeling line.

This reason, if no other, is it practically certain that the new transcontinental system is an assured fact.

### ELKS CONVENTION.

One Fare for the Round Trip to Salt Lake Next August.

From a private wire received in this city this morning it is learned that at a meeting of the representatives of the Colorado lines held in Denver yesterday it was decided to put in a single fare for the round trip to the Big Four Grand Lodge meeting in this city next August. The rate of \$18 for the round trip will be in order from Denver, Pueblo and Colorado Springs.

### TRANS-CONTINENTAL FIGHT.

Northern Coast Lines Do Not View Activity of Rivals With Concern.

Pacific coast lines through Omaha and Salt Lake territory are beginning an active campaign for through business between the East and the West, in competition with the Northern Pacific-Grand Northern-Burlington triumvirate, says the Pioneer Press. The first evidence has come in a decision at once to increase freight train tonnage.

The Southern Pacific has ordered a large amount of minor betterment and grade work, including reduction of curves and grades. The Santa Fe west of Kansas City is planning a large amount of similar work, and extensive improvements are to be made in the mountain divisions.

The operating department of which Thomas Vice President Knickerbocker of the Northern Pacific is now chief, is to be given a large sum next year, and the system has appropriated \$5,000,000 to be used by his department and the engineers jointly, in placing the system in a position to handle heavier train tonnage. Motive power is to be overhauled and large additions are in prospect.

The Northern coast lines do not view the activity of their competitors with concern, believing that the traffic east and west during the next few years will be sufficient to tax all lines, rather than to cause any serious fight for a fair division. Both the Great Northern and the Northern Pacific are expecting the heaviest traffic in their history this year, and an even heavier traffic in 1902-1903.

### MEETING AGAIN ADJOURNED.

The annual meeting of stockholders of the Central Pacific which was to have taken place in Judge Marshall's office here this morning was again adjourned today for two weeks. Judge Marshall is at this time in California.

### SPIKE AND RAIL.

L. L. Downing of the Milwaukee has returned from a trip to Wyoming.

November 1st the Union Pacific will put into operation on its entire system an interlocking switch and signal system, and a block signal system.

The "lighting" has not struck the Rio Grande western yet and indications are that it will not be the team of officials working here are gilt-edged men and hard to duplicate.

Official announcement has been made of the appointment of J. M. Crawley as traffic manager of the Nevada-California-Oregon railroad to succeed J. H. Bennett as outlined in the "News" on Friday.

Last Sunday the Burlington placed its fourth exclusive fast mail train in service between Omaha and Chicago. It leaves the Council Bluffs transfer depot at 6 p. m., arriving in Chicago at 7:45 a. m.—an eleven-hour run.

Under the new time schedule of the Oregon Short Line which goes into effect on Sunday there will be two early morning trains from Ogden arriving here respectively at 8:45 and 9:55. The former arrives from the west and the latter from the east.

Two men were probably fatally injured and two others bruised in a wreck on the Denver & Rio Grande railroad near Walsenburg Wednesday night, caused by an extra eastbound freight running into a bunch of cattle. Ten cars were derailed, 100 feet of track torn up and several cattle killed.

J. W. Trewhella, traveling freight agent for the Rock Island, returned from his maiden trip to Idaho this morning having scooped some business, had his overcoat stolen at Nampa, and even on his return trip he was followed by a bunch of the delighted populace at Boise.

H. E. Huntington confirms the report that the Huntington estate holdings in the Pacific Improvement company have been sold to Thomas H. Hubbard of New York. Mr. Huntington declined to state what the consideration had been or what would be the policy of the new owner in regard to the vast interests acquired.

Denver Post: There are rumors that Mr. Herbert will make two important changes. One is that General Superintendent Martin will retire and the other is that Henry Schlicks, superintendent of motive power, will step out. Each will be succeeded by Gould men. These rumors are not confirmed, but is believed that they are true.

The largest order for motive power and equipment ever given at one time by a Western railroad has been placed in the East by the Denver & Rio Grande. The order is for forty locomotives, twenty passenger cars and 2,000 freight cars. This order will increase the motive power of the line.

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## State Fair 1901.



GOLD MEDAL (HIGHEST PRIZE) AWARDED.

Three Crown Baking Powder, Gold Medal; Three Crown Flavouring Extracts, Gold Medal. Merit will tell; buy the best, and you will never be deceived.

### NEWLETT BROS. CO.

crease the standard-gauge motive power and equipment of the Denver & Rio Grande 45 per cent.

The Colorado & Southern will wage a war with the Denver Tramway company with automobiles. The tramway company is planning to invade the northern coal fields and as a consequence the Colorado & Southern is putting on a line of automobile buses next spring and enter into spirited competition with the tramway in Denver street service.

The Chicago Chronicle this morning said: A new transcontinental railway system is to be formed. The Pennsylvania and Santa Fe roads are planning an alliance. Heretofore the Pennsylvania's connection to and from the West has been the Burlington, which has become the property of the Chicago & North Western. The scheme is not a financial proposition, but merely one involving close traffic relations.

Cheyenne Tribune: John C. Teller will, between this time and the 15th of the month, be in the line-up and Kildar, the 220 pound lad, will be where the fight is thickest. What position Pat Schuler will play depends entirely on the line-up of the visitors.

"Fat" There's a big dub named Chas on the D. W. C. team who is billed as a peacherino, and he's your uncle's meat. They say he is quite a man attached to his team, but as I trace my lineage back to the early settlers of old Missouri, I will have to be shown." If Mr. Casey plays center, "Fat" will be on the other side in the line-up.

Pat will play right guard and if he does "Fat" says he too will play right guard. The team will be out again for practice at 7:30 this evening.

### ARTICLES SENT TO ROWAN.

Match Between "Dummy" and Burns If Former Signs.

At 5 o'clock last evening Jack McNamee, manager of the Salt Lake Athletic club, put the finishing touches on the article calling for a twenty-round boxing exhibition for points between Jimmy Burns of Spokane and "Dummy" Rowan, to take place before the Salt Lake Athletic club on November 13. Burns attached to his name a list of papers and they were sent to the mite who is in Anacostia. "Dummy" will undoubtedly sign at once and will come to Salt Lake after disposing of a little more of his schedule.

### TAKEN AWAY.

Friends of Peter Collins Remove Him From the Hospital.

Peter Collins, the patient at St. Marks hospital, who was to have been examined as to his sanity today in the district court by Drs. Hosmer and Mayo was smuggled away by his friends last night, and is supposed to be on a ranch somewhere in Tooele county.

### WRIGHT LOCATED FOR SURE.

Pellian Point Murderer Said to Be in Jail in Hawaii.

[Special to the "News"]

Provo, Oct. 31.—Sheriff Storrs has received a communication from the Grand Detective bureau of Cincinnati inclosing a letter from Lorrin A. Andrews, United States deputy marshal of Hawaii. The letter from Andrews states that George H. Wright, the Pellian Point murderer is in jail at Honolulu. He was arrested at Honolulu for fraud, just as he was about to take a steamer for Australia. Mr. Andrews says the reason he is so positive that his prisoner is Wright is the fact that he looks in every particular like the pictures of Wright, which were sent out by the detective bureau. The similarity is so striking that he recognized him at once.

Sheriff Storrs has received and is receiving letters every day from all over the United States from would-be detectives, who claim to have located Wright. And the latter is said to have been caught so many times that Sheriff Storrs places very little credence in the stories that come to him. But in this instance he is inclined to have more faith in the report from the fact that it comes from an experienced officer, and the looks of the prisoner correspond so strikingly with the pictures of George Wright. He will therefore communicate to Mr. Andrews asking for particulars of the man he thinks is Wright.

### DIGGING UNDER PAVEMENTS.

Some Said to be Doing It Without Permits—Liable to a Fine.

It has come to the knowledge of the board of public works that a number of people in this city have been digging in the streets and under pavements, without obtaining permits from the city. The board wishes to warn such offenders that this is in violation of the law for which they are liable in a penalty of \$50.

### POSTMASTER FOR RED BANK, WYO.

[Special to the "News"]

Washington, D. C., Oct. 31.—Lucy Wells has been appointed postmaster at Red Bank, Big Horn county, Wyoming, vice J. U. Hawkins resigned.

### PRIESTHOOD MEETING.

The regular monthly meeting of the Priesthood of the Salt Lake Stake of Zion will convene in the Assembly Hall, Salt Lake City, on Friday, November 1, 1901, at 7 p. m.

JAMES D. STIRLING, Clerk of Stake.

## D. W. C. TEAM TO BE HERE TOMORROW

Husky Pig Skin Chasers Leave Denver This Morning.

### LOCALS ARE GETTING READY

"Dummy" Rowan and Jimmy Burns Will Meet on the Night of November 15th.

The Y. M. C. A. football players will have an opportunity tomorrow and Saturday to show what they can do by way of hospitality and entertainment, for the Denver Wheel club gridiron heroes will be their guests. They will also be their enemies on the field of battle down at Walker's. The Colorado team will reach here tomorrow and will be met at the depot by a committee from the Y. M. C. A. and escorted up town. While here they will be given the use of the association's rooms and will be treated to a banquet in the evening.

The victors will likely bring a crowd of visitors up here as pleasant as possible, except on Saturday afternoon when they will do everything in their power to make the visit as pleasant as possible.

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Webster vs Union, Saturday, Nov.

Lowell vs Wasatch, Wednesday, Nov.

Quilrth vs Union, Saturday, Nov. 23.

Webster vs Lowell, Wednesday, Dec.

Wasatch vs Union, Saturday, Nov. 20.

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