

COMMERCIAL CLUB AND MOFFAT ROAD

Is Suggested that the Business Men's Organization Draft Some Resolutions

AND LEND A HELPING HAND.

To Show the Railroad Will Benefit Two States More Than Gore Canyon Proposition

The suggestion that the Commercial club take up the Moffat road proposition to the extent of lending its influence to settle the Gore canyon blockade was seriously discussed in a downtown office this morning with the result that it may be brought up at the next meeting of the officers of the club. In Denver the setback to the railroad scheme is looked upon largely as a blackmailing proposition, or at least trick work on the part of those whose interests are to see that the road is not built.

As the way things are now the Moffat road may never be built further west than Hot Sulphur Springs. The ultimate induction of the proposed road is almost certain. The government has the upper hand and it would no good for me to carry on a war against it.

Gore canyon is the only pass available for the proposed road. Mr. Moffat is said to have never been in the neighborhood to carry out the project of originally building that is at the present time. The major is in eighth and so is the damster of the Kremling revoir which bars his path.

The damster is blocking the development of Utah and the building up of two states which would follow the completion of the new short line. It is asserted that the goal that would accrue through the completion of the road would vastly overshadow the building of a reservoir, or for that matter the operation of an alleged mythical power company.

The suggestion is for the Commercial club to take up the question, draw up a program of resolutions and propose that they were sent where they would do the most good. With the weight of the signatures of the leading men of this state to back it the resolutions will not only show that the business men of Utah are helping out at this end of the line, but will give the effect of a strong and investigating committee that the railroads gentleman in the wood pile locally is asserted that if the true inwardness of the situation were unearthed and the men who are hiding behind the power company blockade trotted out into the glare of sunlight that there would not be very many difficulties not to say accidents.

The opinion still remains in the minds of some residents here that the Burlington is in reality the power behind Moffat, and that the other railroad magnates are doing all in their power to block Mr. James J. Hill's little game and head off his invasion of Utah and friendly connections with the Salt Lake Route.

HEAVY TRAVEL.

Railroads Report a Big and Increasing Volume of Business.

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EASING UP.

Screws on the Gould Lines Are Being Loosened considerably.

Things are beginning to look somewhat like the Gould lines when the history of six months ago was the picture. At the east end of the system the existing troubles have been in a measure patched up and the lead between the United States Steel corporation and the Gould interests has been settled. Advice has been sent out from headquarters of the steel company that as much business as possible be routed over the Gould railroads.

At this end of the line the Ogden gateway situation has been somewhat relieved, with the result that the Rio Grande is handling considerable business originating with the Salt Lake and northern Pacific. The quiet has also been passed around that the Grande traveling live stock and freight agents can solicit business south of Ogden, all of which heretofore has been going east over the Union Pacific.

STAMPEDING OF PRICES.

That is Report in Wyoming Concerning Burlington Land Deals.

Special to the "News."

Thermopolis, Wyo., June 27.—Following publication of the Chinese evening news that the railroad had abandoned its plan to build from Frandine to Thermopolis and the subsequent denial of this report by other newspapers, Commissioner W. A. Holmes of the general land office, general manager of the Union Pacific, and other officials and other leading Burlington officials, the general opinion being that the false report was started for the purpose of affecting ranch and land values along the line of the proposed road, conveys the information that real estate agents are in the field, buying up ranches and other valuable concessions. And it is also asserted that these land agents are confirming the original report of the abandonment of the project. The Thermopolis Record, in commenting on the early news, says:

"There is evidently one who is bent on stampeding prices of real estate in this part of the country, but the game will not work. Men who are in high positions in railroad management do not give out statements for the sake of needlessly causing trouble, and was probably only a desire on the part of General Manager Holdridge to correct a false impression when he made his talk in Denver recently. As the matter looks now the Burlington will be in at the killing when the Wind River reservation is opened next year.

The activity of agents of the Lincoln Townsite company in different parts of the basin is pretty good proof that the report is true.

"The preparations made by the Burlington have not been made for nothing, and we might timidly suggest that possibly Mr. Holdridge knows something more of the plans of his company than the anonymous is parties who have been busy giving inside tips for an apparent purpose."

WOOL ALL IN.

Utah season Will Close Down Inside of Ten Days.

James L. Yundt, traveling freight agent for the Rock Island, this morning on his return from a wool expedition stated that the shearing corrals were in full swing and that within 10 days the last sheep in Utah would be shorn of its fleece. Taken altogether this year has been one of the best in the history of wool growing in the state while the clean up of shipments has been very rapid; most of the wool going from the backs of the sheep direct to the mills and to the eastern market. Big prices have already passed the 20 cents having been reached in a number of sales in Utah. In this connection Elmwood Bros. are reported to have purchased over 30,000,000 pounds of territorial wool in this mountainous region this season.

BURLEY BOOMING.

Work to be Started on New Depot at Once.

Maj. Fred H. Root, the size of Burley, is in town today perfecting plans for his new hotel, which is to be erected there. The major has also gone into the newspaper business, he with associate, Mr. C. E. Miller, purchased the Burley Bulletin, which is going to make home next fall. He is engaged in other work that work on the depot is to be commenced in Burley next week and that the lumber and material has arrived on the ground ready for the carpenters. Burley, he says, is becoming a great shipping point especially for wool, and the day after the opening of the new depot 200 horse teams hauling in bales to be loaded on the cars. When he left Burley there were 12 buildings already up. He expects to return in a couple of days when his probably will not know his town's two-story stone store being built. The major arrived there Sunday evening with his wife, having intentions of opening up a bank. Taken all in all, the major is decidedly proud of the growth of the new town.

First English Maid.

(Special to the "News.")

Cheyenne, Wyo., June 28.—The Union Pacific fast mail train eastbound, Saturday, transported an important consignment of mail en route from Australia to England. This is the first time that mail has been taken to England via the transatlantic cable.

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