

## BURLINGTON AND THE RESERVATION.

Will This Road Build There? Is Query That is Preoccupied in Wyoming.

### HILL INTERESTS OPPOSED

May Not Be Able to Defeat Project However—Cody Route Will Be Adopted And Built Next Year.

(Special to the "News.")  
Cody, Wyo., Aug. 15.—"Will the Burlington build to the reservation?" is the question which is agitating the people south of here along the proposed line at the present time. It is known that the Hill interests are opposed to the building of these branch lines and whether the Hill interests are strong enough to prevent the building of the branch is a question, the answer to which remains to be seen. It is known that the Northwestern can not pay passengers from Missouri river to the reservation over their line. It is known that the Burlington is not quick to build to the reservation, after the building of this branch, and it is for the company to decide whether the best freight and passenger business will be sufficient to warrant the construction of the branch. It is thought, however, that even though the reservation line is abandoned, the Cody route will be adopted to Kirwin and that it will be built next year, as it is the only route which will carry passengers to the reservation. The Cody route is the only route which will carry passengers to the reservation. The Cody route is the only route which will carry passengers to the reservation.

### L. P. ROLLING MILL.

Said That They Will Probably Be Built at Laramie, Wyoming.

(Special to the "News.")  
Laramie, Wyo., Aug. 15.—It is claimed that there will be good authority that an agent of the railroad company has been quietly at work here for the past month, getting machinery ready for the opening of the rolling mill at this point in a short time. The Union Pacific is building a rolling mill larger than that at Cheyenne, and this is taken as another indication of the decision of the company to reopen the mill. In case of the reopening of the mill, a great number of men will be employed, and it will add greatly to the population of the city. Last week a carload of P. & U. 1. supervisors arrived at the mill, and immediately began running the grade for a branch line to the company's new holdings. Iron mountain and a very large part of the land surrounding it is Union Pacific property, and the company is the possession of all rights in coal and iron.

### BORAN SMITH'S ROAD.

Work Discontinued on the Tonopah & Tidewater Railroad.

General Manager John Ryan of the Tonopah & Tidewater railroad, better known as Boran Smith's road, which was to run from Los Vegas to Mesquite Lake, construction work on which has been going on for the past two months has ordered that all work be discontinued for the present. The reason given is that there was a fault in the roadbed, and that Smith had his road to his headquarters at Mesquite Lake, and that the road would be built as a competing line. This matter has been reconsidered by the Salt Lake Road officials and work on Smith's road will remain in statu quo until some definite arrangement has been made.

### GOING TO DEADWOOD.

National Association of Railway Commissioners in Four Days' Meeting.

Chicago, Aug. 15.—Members of the National Association of Railway Commissioners left here early this morning on a special train over the Chicago and Northwestern for Deadwood, S. D., where the annual meeting of the association will open Monday morning, and continue four days. After the meeting the delegates will go in special trains to Portland and other Pacific coast points. Among those who will deliver addresses before the association are Judge C. P. Cheney, a member of the Interstate Commerce Commission, and George L. Peckham, president of the Chicago, Milwaukee & St. Paul railway.

### TO INVESTIGATE RAILROADS.

Interstate Commerce Commission Takes Sudden Action.

Washington, Aug. 15.—The Interstate Commerce Commission on its own initiative and as a result of complaints against private car lines today, unexpectedly began an investigation of the relations of railroad and refrigerator lines, both of which it is charged with violating the act regulating interstate commerce.

### NOT ACCIDENTS

All the parties below had advanced cases of chronic Bright's Disease or Nephritis. Note the certainty of the results obtained by Fulton's Compound as shown by the recovery of all the friends they told who were similarly afflicted.

Spaulding, President Spaulding Saw Co., San Francisco, had a recovery in his own family and told several others, who recovered. Charles Engelke, editor of the "Globe," recovered himself and told several others, who recovered. F. Wacker, the Sixth street merchant, recovered himself and told several others, who recovered. E. J. Wood, editor of Wine and Spirit Review, recovered himself and told several others, who recovered. Edward Short of the San Francisco Call recovered, also three of his friends, viz. William Martin, Captain Hubbard of the Honolulu route, and William Davidson of the U. S. Quartermaster's Department of San Francisco.

John A. Phelps of the Hotel Regler, San Francisco, and two of his friends, etc.

When a grain of salt from the world of curability of chronic Bright's Disease and Diabetes.

About 75 per cent of all cases are curable by Fulton's Compound. Send for literature to J. H. Hill Drug Co., Salt Lake.

When to suspect Bright's Disease—Weakness or loss of weight; puffy ankles, hands, eyelids, drowsy kidneys, trouble after the third morning; urine may show sediment; failing vision; drowsiness; one or more of these.

## A MATTER OF HEALTH



**ROYAL BAKING POWDER**

Absolutely Pure

**HAS NO SUBSTITUTE**

**TWENTY YEARS AGO TODAY.**

(DO YOU REMEMBER?)

Lord Chief Justice Coleridge of London was married to Anne Augusta Jackson Lawford, an American lady.

Ann Hogan, colored, died near Vicksburg, aged 150 years.

TEN YEARS AGO TODAY.

A report reached New York of a bloody conflict in British Honduras, between Caribs and Negroes. More than 1,000 were killed.

FIVE YEARS AGO TODAY.

The foreign legations in Peking were reduced to siege rations. Seven persons were killed in a railroad wreck near Piquette, Michigan.

Three counterfeiters were arrested at Birmingham.

Commerce in several specified particulars. The complaint is directed against the Armour car line, the American Refrigerator Transportation company, the Santa Fe Refrigerator Dispatch and 11 railroads including the Atchafalaya, Topeka & Santa Fe and the Southern Pacific.

row from eastern points en route to California.

J. H. Manderfield, traveling freight agent of the Salt Lake Route will leave this evening with the Christian church party for Los Angeles.

J. E. Goslin, formerly secretary to J. E. Dunn, master mechanic of the Short Line has accepted a position as freight solicitor with K. O. Keyes of the Vanderbilt system.

Traveling Passenger Agent Grossbeck of the Rio Grande went to Montrose, Colo. today to meet the San Juan excursion from southern Colorado due to arrive here tomorrow morning.

Ken O. Keyes, representing the Vanderbilt line in Salt Lake, leaves today for a trip of two weeks to Red Fish Lake in Idaho. He will be accompanied by his wife and her niece, Miss Smith.

A freight train on the Denver & Rio Grande which was derailed in the Royal Gorge yesterday delayed passenger No. 4, 11 hours. The train came in in five sections and was loaded with tourists.

The Salt Lake Route's new through tourist service between Omaha, Denver and Los Angeles is resulting in sending more travelers to Salt Lake who have abundant time between trains to see the sights of the city.

Tomorrow, Aug. 16, the employees of the Keith-O'Brien company will take an outing to the Hermitage in Ogden canyon. They will have a special train over the Rio Grande which will leave in the morning and return in the evening.

When the new Herald building is completed all the offices of the San Pedro, Los Angeles and Salt Lake roads are to be moved into the new structure. One half of the ground floor will be given over to the passenger department, while the other offices will find quarters upstairs.

D. H. Peery, who has just arrived from Goldfield, Nev., is authority for the statement that the changes going on in standard gaging the railroad between Reno and Tonopah will be completed this week and that through trains will be run between San Francisco via the Haas cut-off without change of cars.

The Latter-day Saint Germans had a great outing at Lagoon yesterday, over 300 taking part in the exercises, which consisted of national games, singing and all kinds of sport. The races and the exhibition of planting potatoes were especially amusing. Many prizes were given out. Today there will be an excursion of the sixteenth, Twenty-sixth and Canton wards.

Advices received in local railroad circles state that the quarantine regulations heretofore existing in Memphis, Tenn., have been changed so that through passengers bound to points beyond, who have health certificates, will be allowed to pass through. Those desiring to remain in Memphis will be obliged to have a special permit from the Memphis board of health.

**MOON GAZERS.**

Many Salt Lakers Saw Partial Eclipse Of Fair Luna Last Night.

There was a partial eclipse of the moon last evening, beginning at 7:30:22 p. m. and ending at 10:10:11 p. m. The shadow covered the southern limb, or 24.2 per cent of the lunar surface. The moon's light was thereby reduced to the moon's flow of light, but many people who did not know the eclipse was coming, imagined the lessened illumination was due to cloud-veils. There was not a cloud in the sky, and the phenomenon was clearly displayed. Several thoughtful persons got out smoked glasses without stopping to reflect on the difference of power in light from the moon and from the sun; but they were not long in recognizing the fact.

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## GAS FRANCHISE PASSES COUNCIL.

Snow and Darst Secure Privilege To Erect Plant and Give Local Supply.

### SEVERAL AMENDMENTS MADE.

South Temple Street Extension Paving Contract—Water for University—Packard Plaque.

After a lengthy meeting which lasted until after the midnight hour last night the city council passed the franchise granting George A. Snow and William Darst the privilege of constructing and operating a gas system in this city for a period of 50 years. There was considerable argument on the franchise and it was amended in several particulars before being finally passed. The vote on its passage was 10 ayes and 2 noes. The negative votes were cast by Ferguson and Barnes. Those who voted for the franchise are Councilmen Black, Dean, Hartenstein, Hohday, Martin, Neuhausen, Pease, Tiedeman, Wells and Wood. Three members of the council were absent.

### SEVERAL AMENDMENTS.

A number of amendments were made. Upon motion of Freese an amendment was adopted providing that the franchise shall pay the city 1 per cent of its gross receipts for the first five years, 1 1/2 per cent for the next five years and 2 per cent during the remainder of the 50 years. The original clause on that subject provided for 1 per cent for the first five years, 1 1/2 per cent for the next five years and 2 per cent for the remainder of the life of the franchise.

### BONUS INCREASED.

Freese's amendment increasing the bonus posted to insure the distribution of gas through the system within three years from \$3,999 to \$5,999 was also adopted.

### MUST ALSO ARBITRATE.

The clause in regard to arbitrating the price of gas in the franchise to the Utah Light & Railway company was included in the franchise with a slight addition by Wells.

### EFFICIENCY OF GAS.

The principal contention on the whole franchise was in regard to the efficiency of the gas to be furnished. The franchise provided that the quality of the gas should be up to the standard used in the United States. Ferguson fought hard for an amendment to make the standard of the gas 600 heat units. He read from a text book in support of his contention that the 350 heat unit water gas which the franchise proposed to furnish is not as good as the 600 heat unit coal or dry gas.

### BETTER RESULTS.

Upon request of the attorney for the franchise, E. P. Jennings, a gas expert employed at the Highland Bay smelter was given the floor to explain the relative efficiency of water and coal gas. He said that much better results could be secured by the consumer from the 350 heat unit water gas than from the 600 heat unit coal gas, although theoretically the latter was the better gas. This did not satisfy Ferguson, and he still insisted that his text book argument should be taken as authority and that his amendment should prevail.

### VETO SUSTAINED.

The veto of Mayor Morris to the action of the council authorizing the board of public works to let the contract for the paving of South Temple street from Seventh to Tenth East to R. J. Atton of the same figures as the present work is being done and without advertising for bids in the usual manner, was sustained by the council.

### HOLIDAY TURNED DOWN.

Holiday made another fight against Officer Smoot, which Chief Lynch had suspended for five days, for conduct unbecoming an officer, and attempted to force the council to ask the chief to discharge Smoot. He contended that the good name of the department demanded that action should be taken. The majority of the council was of the opinion that the council should not interfere with the affairs of his department and that it certainly had no power to discharge an officer in the department as that rested with the mayor and the chief of police alone. By a vote of 5 to 3 the council rejected the Holiday suggestion and the council proceeded in the action of Chief Lynch in suspending Smoot for five days.

### LABORATORY WATER.

The University of Utah was given the right to use the water in the city's conduit for experimental purposes and

## TEA

The least of our advantages is: we are nearest the bush it grows on.

### TO CLEAN CANALS.

E. H. Davis introduced a resolution appropriating \$500 for the purpose of cleaning out irrigation canals in the northwestern part of the city. The resolution was adopted. His resolution instructing the board of public works to order work commenced at once on watermain extension No. 101, was also adopted.

### PAVING FOURTH SOUTH.

City Engineer Ritter submitted an estimate of the cost of paving Fourth South street from Second East to Fifth South, and State street from Fourth to Seventh South. The total cost to abutting property owners is \$3,115.75 and the city's portion is \$1,115.43 making a total of \$4,231.18.

### ASSESSMENT REPEAL.

The council repealed the former ordinance levying the assessment on the abutting property in the above paving district and passed a new resolution which authorized advertising the improvement including the additional district on State street from Fourth to Seventh South street. The old ordinance provided for paving of State street only from Fourth to Fifth South.

### CONTRACT APPROVED.

The council approved the contract entered into by the board of public works with Palmer Tait for the paving of Market street. In answer to a question from a member of the council, Capt. Palmer stated that it was his intention to use the best material for the city's pike at 2 1/2 cents but that he did not want to be bound to use that. However, Utah asphalt will be used he said.

### PACARD PLACQUE.

Upon the recommendation of the library committee the council appropriated \$25 for the purpose of placing a memorial plaque in the new public library acknowledging the honor conferred upon the city by the donation by Mr. Packard of such a magnificent library building.

### REAL ESTATE OFFER.

A communication was received from A. C. Ellis, Jr. offering to complete the purchase of lots 5 and 6, block 2, plat K, and to pay the balance of \$1,000. The lots were sold several years ago to E. P. Keane who paid \$125 on the purchase price but failed to pay the balance. He assigned his interest to Mr. Ellis. The public grounds committee rejected the offer for sale and last week rejected the bid of Honner & Robertson of \$750 for the property. The offer of Mr. Ellis was referred to the public grounds committee for consideration.

### TO PURCHASE RIGHTS OF WAY.