# RIO GRANDE EXTENSION

## Salt Lake City Desired to Become Greater Railroad Center Than Denver.

### SOME INTERESTING RAILWAY HISTORY.

**Route of the Extension to Way of Denver and Cedar Valley to St. George —Railroad Notes.**

It is now over certain that the Rio Grande Western Railroad company will not going to go to Denver and lose the prestige they now have without a struggle. The fact that they at present have a corps of surveyors in the field may have a deeper meaning than most people think. When it was first learned that the Rio Grande Western were sending surveyors out, there were rapture loudly made as to what the common carrier intended to do. It is now noised that they are surveying on a few low projects through Sevier Valley to Beaver City and Parowan, just west of the Aetna canyon. On the south it is said they are surveying down the Sanpete valley to Manti, and from there where is reached by wagon road from Black Rock on the Oregon Short Line, to Cedar Valley, and from Cedar Valley to Milford and Milford to Lund and pass up Cedar creek Canyon to the summit and from there down the Beaver valley, then down the Beaver valley, passing through Beaver City to Parowan. There are various reasons for believing that the line will not be long in properly undertaken. Should it come at present it would be a great security.

The Union Pacific has joined some of the Oregon Short Line, and through if the Oregon Railway and Navigation company, giving them an outlet to the ocean in the city of Portland, Oregon. It is also a pretty well recognized fact that the union connection is at the back of the Union Pacific, and is the cause of construction. With the completion of the line through to Los Angeles it gives an outlet to the ocean on the west. Again, it is certain that power or force the Central Pacific will follow the Union Pacific, and if there is not Pacific, this, it will be seen, will place the Southern Pacific in a competition that will be far strong for it to withstand with excellence as they now exist. The line from Western Nevada and Central Iowa will likewise feel the pressure, and for self-preservation, will have to join with the Southern Pacific and Union Pacific in the contest. The building of the Union and Pacific to Reno will call for a second line through southern Utah to Nevada.

To come back again to the first question, the probable course of the road will be from Provo by way of Spanish Fork, valley to St. George, there passing through southern Nevada to California, there joining the Southern Pacific and Union Pacific, or, if it should be more, the Southern Pacific, there are several, to join the Southern Pacific at Mojave, north of Los Angeles.

It needs no long thought to see the future of our Salt Lake City commerce as soon as now of a railroad center as Denver.

**STOCKHOLDERS' MEETING.**

Cincinnati, Oct. 24.—The stockholders of the Cleveland, Cincinnati, Chicago and St. Louis railroad met today to a meeting held here today elected the following directors:

James Barrett, of Cleveland, Alexander McDowell of Cincinnati, and George A. Parker, of Boston.

The number of shares represented in the vote was: Preferred, 10,320, common, 191,256.

The directors elected are those whose terms expired today.

**STOCK IN TRANSIT.**

**A Matter that Western Producers and Shippers Should Investigate.**

There seems to be a chance for western cattlemen to improve prices for their stock if concerted action with the Texas feeding interests can be had. Missouri river, Iowa, Illinois and Missouri, along the line of scooting from the railroads leading to Chicago and Missouri river points the same policies of feeding in transit that is adopted on roads west of Chicago.

There are five great feeding states between the Rocky states of Colorado, Wyoming, Utah, Nevada and Montana and the market, there are Nebraska and Kansas, west of the Missouri river, and Iowa, Missouri and Illinois east of the river. Only two of these states are open to the western producer as feeding grounds for their cattle, and without paying the local price to take from the place where they feed.

A western producer, if he has his cattle through to any Missouri river point, and by the payment of a dollar per car, would have a right to feed where feed then until they are in the local market for the market, and realize from paying the same rate per car as if they were pushed directly upon the market, without a stop. Should he wish to ship them beyond the river he would have to pay the local rate for the place of feeding and from there to the market, losing thereby the difference between which and the local rate, being sufficient to eat up the profit of feeding, or at least, it would render it more profitable to feed at points west of the river. This, it will be seen, gives the eastern feeder the same advantage in the matter of competition the western producer would otherwise enjoy, by having the feeding of his cattle made as logical, where he should have feed.

There is another point likewise to be considered, and that is the difference in its rate carried per car. On roads east of the Missouri river the weight per car is 36,000 pounds, while west of the river the limit is 30,000 pounds. The carrier is weight but to get at Kansas City and Omaha, and the cattle are driven to keep the stock at the Missouri river. The carrier only receives an allowance for 30,000 pounds, and the stock must of the river and at a considerable loss, and yet the carrier has to bring for 36,000 pounds.

It is not the intention of this article to formulate any plan whereby the state of affairs may be bettered, but it is one that the western producer would do well to look into.

**The Golden Interest.**

An Associated Press dispatch was received yesterday from Chicago which stated that the Union Pacific office would be in charge of the Vanderbilt lines in spelling silverite, and stating that the Union Pacific would as a consequence be silverite. This is doubtless in line with what was first published in the Deseret News, that the Union Pacific would be silverite, and in the matter of backing for the Democratic ticket, and the matter of Eastern Oregon, the Union Pacific would have the same vital effect as if the Union Pacific was voted.

**How Railroads Get Free.**

The manner in which railroads are free with their favors is illustrated in the following. An incident that occurred this morning at one of the railroad offices in this city. It seems that it seems that a clerkship for logging to the lines wind are before one of a number and of the clerks in the past 30 days, the clerks just ask the clerk for several days, only to go one of the time. When the clerk returned, of the boss, and was a demand for the car. He was informed that he needed none, report before it would be sent home, and as a consequence no mileage could be charged. It was well known that it any report were needed, the clerk would be back in the car but very and after enough to make a claim against the company of over one hundred dollars. It is said the home company agreed to compensate to cut off a clerk car from the car of the company, and that in only the mileage and help around up and a number of cases of passes made out. The clerk returned to the car, and was no breach of contract to made.

**Railroad Notes.**

B. F. Nevins, general agent of the Denver and Rio Grande, came in from the north last night.

L. L. Dowling, general agent of the Chicago, Milwaukee and St. Paul, will leave here on the 5 p. m. train from the east.

J. T. Anderson, chief clerk of the accounting department of the Oregon Short Line, who has been spending his vacation at his old home in the East, returned to the city this afternoon, and will resume his desk in the morning.

It is probable that E. C. Harris, at present connected with the Financial Chronicle and Bradstreet's Weekly will be appointed to the vacant office of chief superintendent of the U. P. at Cheyenne, in the place of Division Superintendent Maley, who vacated the office on November 1st.

Chief Clerk Anderson of Superintendent Mellen's office at Cheyenne came in from that city this morning.

M. H. Sheridan, the San Francisco general agent of the Rio Grande Western, passed through Pittsburg, Pa., last evening where he had been to see the Keystone Tourists of the Golden State. He left for San Francisco at noon.

H. H. Rosser, commercial agent of the Missouri Pacific, spent yesterday in Ogden.

Dr. W. J. Hosford of Manti, surgeon of the Mormon Pacific, and Dr. Ellis, of Fort Lyon, came in from the south last night.

Commercial Agent Kinner of the Missouri Pacific returned left the city for the north yesterday.

J. L. Decker, who for some time has been in the city Freeman agency of the Rio Grande Western, and who for a few years in the service of Dodge, Mr. Decker has been promoted to the position of traveling freight agent in the place of W. H. Dowell, who resigned to accept the position of general agent of the Colorado Midland.

**LADIES GO TO OGDEN.**

**Are in Attendance on the Meeting of Federated Women's Clubs.**

Special cars were attached to both the morning train north on the Oregon Short Line today and the train from the Rio Grande Western, to convey the ladies of the Women's club to Ogden, where they go to attend the meeting of the Federated Women's clubs, which is in session at the Junction city. In all some two hundred and fifty ladies of the city are in Ogden on this occasion.

**Geo. the Druggist, Assigns.**

John H. Otto, the druggist, doing business at the corner of State and Second South streets, made an assignment late last night to August McKellar, editor of F. M. McIntyre & Co., the prominent bankers.

When seen today Assignee McKellar said he had no statement to offer. They were busy taking an inventory of the stock, after which the number of things would be made known.

**The Woman's Press Club.**

The annual meeting of the Utah Woman's Press club will be held in the home of Mrs. Dunsdale, 135 First street, Monday evening, Oct. 31, 1898. The following program will be rendered: Recitations from Mrs. Lydia D. Alder; an informal discussion, to which all members are expected to take part, on the topic, "Quaint Sayings of Children," "The Dryden case," and "Alimony." Mrs. Effie Lennox will give a recital, and Mrs. Dunsdale will read a paper for the coming year will take place.

**Death of Isaac Harmon.**

Isaac Hardman, an old resident of the Fourth ward, this city, died at the home of his daughter, Mrs. Frank Hardy, 90 South Eighth West street, at 2:45 this morning. Brother Hardman had been ailing for some time past and his death was due to dropsy. He was born in Manchester, England, November 17, 1821, and subjected to the ministry in 1850. His wife survived him by one year and a half and died directly upon the market, without a stop. Should he wish to ship them beyond the river he would have to pay the local rate for the place of feeding and from there to the market, losing thereby the difference between which and the local rate, being sufficient to eat up the profit of feeding, or at least, it would render it more profitable to feed at points west of the river. This, it will be seen, gives the eastern feeder the same advantage in the matter of competition the western producer would otherwise enjoy, by having the feeding of his cattle made as logical, where he should have feed.

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# Take Good Advice.

When you want a baking powder that is absolutely pure, cream of tartar, that positively effervesces less which you are sure to experience makes the best of all food, and in making the food more wholesome, more light and more dainty, you will find it best to buy Cook's Extra Strong. It is sold in the most convenient size and so you are sure of your opportunity for the broad.

YOUR GROCER SELLS

**U. S. BAKING POWDER**

at following prices:

| | |
|---|---|
| A QUARTER CAN | 10c |
| A HALF CAN | 15c |
| A POUND CAN | 25c |

Remember, every can guaranteed to give perfect satisfaction or money refunded. You take no risk. Why not give it a trial?


**LAID TO REST.**

**A Saint of Th. Ann's Orphanage Buried at Calvary Cemetery Today.**

Requiem mass over the remains of Sister Mary Ann of the St. Ann's Orphanage was held at 9 o'clock this morning at the undertaking parlors of E. O. Cliffordt, on south West Temple street, and the remains were conveyed at 10 o'clock to Calvary cemetery, where the remains were interred. Deceased was 75 years old this year, and was a native of Ireland. She spent 52 years in the order, being in the Mother House in Indiana for about 20 years of that time. She came to Salt Lake in 1875, and has been in charge of the orphanage in this city for many years, and close to Salt Lake about two years ago. Further than that her life is known at the Orphanage of Ist Ifs.

**WEATHER REPORT**

**Weather report showing observations at 8 a.m. today:**

Salt Lake—Barometer, 30.27; temperature, 41; minimum, 35; wind, northwest, 16; weather, clear.

Cheyenne—Barometer, 30.34; temperature, 36; minimum, 30; wind, northwest, 8; weather, clear.

Idaho Falls—Barometer, 30.32; temperature, 32; minimum, 31; wind, north, 4; weather, clear.

Lander—Barometer, 30.32; temperature, 28; minimum, 24; wind, north, 4; weather, clear.

For Utah: Fair today; warmer in the south; Friday, fair and warmer; Thursday, fair; stationary temperature.

For Idaho: Fair today and Friday; Thursday, fair; stationary temperature.

J. H. SMITH,
Observer, Weather Bureau.

**Valley Entertained.**

Gen. D. Pyper, Prof. Jos. J. Dupont and Hyrum Skaggs entertained a party of gentlemen at the Tabernacle this morning with vocal and instrumental music. The visitors, George Gossner, A. V. Swartz and Henry Puffer of the Champion Machinery Co. of Springfield and Chicago, expressed themselves as being highly pleased. The party were seeing points of interest in company with Heber J. Grant and Geo. D. Pyper, of the Consolidated Wagon & Machine Co.

**MINOR MENTION.**

Frank Holmes, who has been in at St. Marks' hospital, is improving.

A social party will be given in the Fifth ward meeting house tomorrow evening, under the auspices of the Deseret gleaners of the ward.

Advice from the Walker-Rock Tunnel and Mining company at Ophir is to the effect that the tunnel is said to be looking exceedingly well.

Mr. Wm. Ashton of Bella, Deep Creek, has a lot of high grade ore estimated ready for shipment, the same coming from one averaging $16 a ton in gold.

A report has it that the Oregon Short Line Railroad has issued passes to stockholders to attend the annual meeting at Cheyenne on November 1st, which will be held in the Union Pacific office.

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Little damage was done