

BUILDS THROUGH DEATH VALLEY

"Borax" Smith. His Road, and What it Will Mean to the Country of the West.

COMPETE FOR CHILE NITRE.

Route Will Follow Old Abandoned Utah Stage Road—How the Work Started.

Among the more important railroad announcements of the current year, says the Los Angeles Times, is that of the proposed opening of the new Tonopah and Tidewater railroad, now under course of construction from Ludlow, Cal., to Goldfield, through the very heart of Death Valley—the land of mystery. The building of this new road at least makes possible the development of the hidden treasures of the wondrous storehouse of Death Valley, that has as long been the theme of extravagant magazine writers and the goal of prescient and daring prospectors.

This road, which is already open for traffic to Silver City, commences at Ludlow, a few miles east of Yagge, on the main line of the Santa Fe railroad, and extends due north, crossing the Salt Lake Route at Kings, and continues up the old Santa Fe trail that has known so many vicissitudes and traditions, past Soda Lake, thence along the old abandoned Utah stage road, where the record of early American history is written in legend and song.

Over these great winding trails came Fremont and Blake, of pioneer days. After skirting along this lonely path, as though bent upon intruding, the road suddenly turns across the margin of Silver Lake into the still more lonely trail of Kinkadee valley, thence onward and upward through the winding trail toward Coyote Holes and Bennett's Well, where the name of Death Valley derived its name, and where the early Bennett expedition perished and fell like winter's drifting leaves.

Onward it goes along the picturesque Armagosa valley, sublime in fall and spring, but an old-fashioned Methodist hell in summer, thence like the zigzag trail of mountain sheep, it winds its way to Goldfield and fortune. No railroad ever built in the western country has a more unique, picturesque or romantic course than this, and which for years has been the ambition and dream of F. M. Smith, the noted millionaire, who revolutionized the borax industry and whose name has become axiomatic with the 20-mile team borax wagon.

SMITH AND DEATH VALLEY.

The name of Death Valley will always remain synonymous with that of Smith—he knew it as a struggling miner when he carried pick and shovel over its scraggly peaks in search of precious metal, he knew it in the spring when every mountain trail was sweet with the perfume of flowers, he knew it in the heat of summer when the face of hell was focused upon it, he saw the great white borax fields, situated 150 miles from railroad transportation. Others also had seen them, but passed them by. Over the white crystals Smith paused and pondered, he knew nothing of chemistry, but somewhere he had read of the nature of borax and investigated. He learned that borax was worth 50 cents per pound, but how to transport the crude product over miles of barren lands, over and around dangerous mountain trails, in many places where the foot of white man had never trod—was the tremendous barrier that prevented success. But Smith was one of those grand, courageous men of decision and rectitude, who knew not the meaning of defeat, and out of his strong imaginative genius resulted the borax industry, with its long regimental 20-mile team borax wagons, that swung through the lonely mountain canyons of Death Valley.

WAS THOUGHT A JOKE.

Like a haunted spectre under the cover of night, with increasing wealth, came the increasing desire on the part of Smith to build a railroad through the isolated country that had been the means of his fortune. Perhaps in the afternoon of life he came to believe that he owed something to the land that had been so bountiful and generous to him. Whether prompted by sentiment or business, the huge undertaking was started in the spring of 1904, and the present year will undoubtedly witness the completion of the task. Upon the inauguration of the work the wise ones said: Behold the joke of building a railroad through a barren country, with nothing to maintain it, and where conditions make the construction dangerous and the cost almost prohibitive. But Smith knew more than any other knew the boundless resources of the great undeveloped country, and the activity already generated along the line shows the wisdom of his remarkable judgment. From this wonderful project will undoubtedly result some of the greatest mineral achievements of the twentieth century. In the past on account of the inaccessibility of Death Valley, no one has been able to intelligently prospect it or even secure more than a general outline of its topography.

PROF. BAILEY'S WORK.

No man aside from Smith is entitled to more individual credit and honor for the development of Death Valley than Prof. Gilbert F. Bailey, the well-known chemist and mineralogist, who at great personal expense, journeyed to the very heart of this isolated district and was among the very first to call attention to its great range of commercial possibilities—especially along the line of soda, nitrate and mineral development. As a result of his patient and important researches the California state mining bureau by a special appropriation in 1902, published his valuable work entitled "Saline Deposits of California," which has done much toward attracting capital in the development of borax, soda, nitrate, and other minerals, and which was the first authentic work ever published by the state mining bureau on the above subjects. Later he contributed editorial information by special bulletins and through the medium of the press, that stimulated and encouraged investigation in the fields referred to. To Bailey more than to any other is due the credit of the development of the American nitrate beds—a man of sterling integrity, of commanding personality. The memory of his labors will live long after the commercial triumphs of Death Valley have been forgotten.

Aside from the great nitrate and borax beds that will be made possible by this new road, is that of the deposits of limestone that will ultimately place California among the first rank of Portland cement producing states. These great reefs of limestone extend far and away through the Armagosa range, and with proper development mean a great deal to the commercial future of California. At present a large percentage of cement used on the Pacific is secured from the east or imported from Europe, hence the necessity of being so restricted on account of the difficulty of securing suitable carbonate of lime and proper clays. With these great difficulties to overcome, California should at once become conspicuous as a producer of this most important product.

GREAT NITRE BEDS.

In the whole of Death Valley the development of no mineral will be watched with greater interest on the part of scientific men than that of the working of the nitrate beds. These great deposits are extensively distributed through Funeral Range and other parts of that abnormally heated country, but their inaccessibility to transportation has completely precluded their development in the past.

SODA LAKE.

Another of the more important industries that this railroad will be the means of making possible is that of the development of the natural soda beds of California, that so much has been said and written about. The immediate deposit that will be directly developed is that of Soda Lake, which extends for many miles along the margins of Soda Lake aqueducts, at the very entrance of Death Valley, and which is paralleled almost the entire way by the new railroad. No mineral deposit of the western country has been more completely ignored than this, and few have received more attention on the part of scientific men.

The analysis of the natural soda existing in this lake is given by Dr. Chaffard and Prof. Laird Stadler, of the University of Southern California, to average about 45 per cent sulphate and carbonate soda, and a small percentage of sodium chloride. It has been universally contended that with proper railway facilities it would not require many years for the natural soda fields of California to become an important factor in controlling, or at least depressing, the alkali industry of the United States.

OLD FORT IN RUINS.

Nestled close to Soda mountain, about midway between the center of the lake, is the abandoned adobe rooms of the old government fort, that has known so much life and frolic in the days that have gone. Once the settlement rang with the boisterous spirit of early western swag. The polished rifles in the hands of the sturdy soldiers inspired the timidity of a dozen adobe houses graced the spot. A huge lookout tower was stationed at the brow of the hill. The artillery occupied the eastern end of the fort, and a small storehouse years ago selected. A huge stone wall protected the settlement from invasion; but all is changed, and is now hushed in eternal stillness. The old Spanish trail on which the fort served as a relay station long ago suffered abandonment. The stage coach, with its voluble driver, no longer passes that way. The traveler, tourist and miner have long since selected another route, and the crumbling rooms of the ancient building only remain to tell the story of the long ago.

STILL MORE SODA.

Buildings have tottered and fallen, but the vast soda beds remain as ever, a ghostly sheet of white on a starless night. To them time has brought no changes. Who can look out upon this great plain of natural soda, extending far beyond the confines of the binoculars, without experiencing a profound admiration of the immense cycle of time that has elapsed during this wonderful transformation. Soda, soda, nothing but soda. For miles you travel, and yet it is soda. Standing upon the ruins of this crumbling fort on a summer evening, the passing rays of

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If we knew of a better line of men's clothes than Hart Schaffner & Marx, We would go and get it.

This store must always have the best.

We think we've got it now.

So do the men who wear them. Priced \$18 to \$50—worth more.

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That sweetly flavored mellow center with the rich chocolate coating. Tasty morsels of purity.

Sweet Candy Co.,
Manufacturers Confectioners

Men Will Arbitrate.

S. P. Employees Submit Differences to Board for Adjudication.

(Special to the "News")

Ogden, April 4.—Superintendent Ed Manson of the Salt Lake branch of the Southern Pacific, has returned to Ogden from a trip to the coast. Supt. Manson was meeting for the purpose of attending a meeting of the railroad officials with the employees of the road, who have had some grievances against the management. It was agreed to arbitrate the questions, and a committee from each side was named, and Mr. Manson was chosen to represent the eastern division of the railroad at the meeting.

"The differences will be adjusted," said Supt. Manson today. "The only questions to be settled now are as to who shall give orders to dispatchers, to agents at star stations, and the regulation of pay for Sunday work. According to the evidence submitted at the meetings, it was shown that the wages paid by the Southern Pacific are unusually good. The executive committee of the organizations now have the matters under consideration, and I expect a decision will be rendered very soon. No I do not anticipate any strike."

Supt. Manson reported his division of the road in excellent running order, the only difficulty being the handling of the hundreds of cars of freight resulting from the tie-up following the washouts. Trains approaching Oakland must still make a long detour, and the work of the division is therefore greatly retarded.

HOSTILITY TO UNIONISM.

Is Admitted by General Superintendent Palmer of Southern Pacific.

San Francisco, April 3.—Hostility of the Southern Pacific company to labor unionism among its employees of the main trunk was admitted today before the arbitration board, which is considering the demands made by the telegraph operators, by W. S. Palmer, general superintendent of the company. Palmer, in response to a question by Stanley Moore, spoke for two hours and ten minutes, giving the stenographer 17,500 words to record.

Mr. Palmer said:

"The policy of the Southern Pacific can be better expressed by the instructions which were given by our present general manager over a year ago to the end that no dispatcher, or employee of any description could expect promotion to an official position as long as he retained his connection with a labor organization."

REPORTED COUP BY BROCK.

A dispatch from San Francisco reports the recent reorganization of the Mono Lake railroad by the Brock syndicate, together with large and valuable timber holdings. The dispatch says: "The Brock syndicate of Philadelphia has, it is said, purchased the Mono Lake railroad in Mono county, this state, together with 100,000,000 feet of standing timber in that section. The road is 32 miles long. It is to be bridged and will be connected with the Tonopah and Goldfield road, which the Brock people own, by filling in the 35 mile gap between Tonopah Junction, Nev., and Bodie, Cal."

BIG DOINGS AT BEATTY.

Railroad Day to be Celebrated April 15.—First Train to Bullfrog.

Railroad day for Beatty has been decided for April 15th, for on that date the first train over the Brock line will reach the Bullfrog district.

Since the purchase of the Beatty road by Dr. W. S. Palmer and his associates of New York, the railroad contractors have reformed their efforts to reach the Bullfrog district before the beginning of summer, and now the line is completed to within five miles of the town and trains are running to the Springfield spur, which is only 19 miles long.

Before the opening of the line Dr. Phillips will have the new hotel in shape to accommodate 200 more guests and will run six special trains into town for the accommodation of business as-

leave Rhoylote at noon and will arrive from Las Vegas at 4:30 o'clock instead of at 6.

Increased freight service will be installed as soon as the line is opened to clear up the congested condition of the main line sidings and to take care of the large amount of shipping ore that is being sacked at the Gold Bar. Freight will be shipped on the Home-Link and the Gibraltar, the National Bank and the Victor, as well as at the mines of the Lee district.

SPIKE AND RAIL.

Albert Elliott, representing Jeremiah Williams & Company of Boston, probably the largest firm of wool buyers in the United States, has come to town and is stopping at the Knutsford. Elliott is the "early bird" and he expects to catch a good sized "worm" in the shape of wads of wool.

Conference travel began this morning, and all trains were loaded with incoming visitors. The Short Line trains from the north and west brought in large numbers, while the Rio Grande No. 9 brought in 350 from Denver and Saupete, 300 more from Tinto and on all trains on that line today, fully 2,000 people will be brought in. The Salt Lake Route also has its trains full of visitors from the south and southwest, and the streets of the city begin to assume their accustomed appearance of extra activity on these semi-annual occasions.

CURED HEMORRHOIDS OF THE LUNGS.

"Several years since my lungs were so badly affected that I had many hemorrhages," writes A. K. Wood, Ind. "I took treatment with several physicians without any benefit. I then started to take Foley's Honey and Tar, and my lungs are now as sound as a bell. I recommend it in advanced stages of lung trouble." Foley's Honey and Tar stops the cough and heals the lungs, and prevents serious results from a cold, croup, influenza, etc. Sold by F. J. Hill Drug Co.

TO THE PUBLIC.

I wish to inform my patrons that I have moved from 76 So. W. Temple, and have moved to 34 So. W. Temple, where I have formed a partnership with W. F. Main, and have no connection with the old stand. Both phones 1781, Bell 2069 k.

C. B. COTTEN.

CHURCH NOTICES.

The general conference of the Relief society of the Church of Jesus Christ of Latter-day Saints will be held in the Salt Lake Assembly hall, this city, on Thursday, April 4, 1907, meetings commencing at 10 a. m. and at 2 p. m., as usual. It is desired that each stake should be represented by one of its officers, or an authorized representative. A cordial invitation is extended to the first presidency of the Church, apostles, patriarchs, bishops and brethren generally to be present. It is hoped there will be a large attendance of members. On Monday, April 8, there will be two meetings in Ensign hall, at 11 a. m. a testimony meeting to which all members of the Relief society are invited, and at 1:30 p. m. there will be an officers' meeting for instruction and the transaction of business relating to the work

and the advancement of the interests of this great organization.

BATHSHEBA W. SMITH,
President.
ANNIE TAYLOR HYDE,
IDA SMOOT DUSENBERRY,
Counselors.
The officers of the general Primary association will meet in the Assembly hall, Saturday, April 6, at 7 p. m. All interested will be invited to attend. The gates will be closed at 7 o'clock.

LOUIE B. FELT, President.
OLIVE D. CHRISTENSEN, Secretary.

REAL ESTATE TRANSFERS.

TODAY'S.

Loula V. Riley to R. E. Davidson et al, lots 32, etc., block 3, Thornton plat A \$200
J. Olinger to Melissa Davidson, lot 15, block 3, Thornton plat A 250
J. Olinger to Melissa Davidson, lot 17, block 3, Thornton plat A 250
A. H. Meredith et al to Meredith & Guthrie, part of lot 6, block 4, Thornton plat A 150

YESTERDAY'S.

John Stringham to Hyrum J. Smith, 7.58 feet by 3 rods, lot 4, block 30, 5-acre plat A 200
Edward Laird to Clara E. W. Coombes, lot 23, block 1, Hampton's sub. 1
Clara E. W. Coombes to Sarah J. Hammer, lot 23, block 1, Hampton's sub. 200
Alfred Crebbin to Frank C. Barnes, 2.88 rods, lot 6, block 15, plat A 450
Marion L. Rookledge to Annie Clark, lots 3-4, block 34, K. and G. Imp. City plat 30
Kate L. Cannon to Clarence H. Erickson, 2x19 rods, lot 8, block 1, plat A 30
State Bank of Utah to Z. S. R. & T. Co., 3x4 1/2 rods, lot 2, S. R. & T. Co. plat A 2500
Z. S. R. & T. Co. to Vilate E. Eggen, 25x132 feet, lot 2, block 10, plat B 150

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To the 700 Solicitors of "The ELKS BOOSTER"

The ten subscription tickets mailed you day before yesterday afternoon are not to be given away. SELL 'EM AND GIVE THE MONEY TO BERT.

"THE BOOSTER" will soon appear; then I disappear.

Yours in great haste,

LESTERDEE FREED,

Editor and Traveler.

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